



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

HENDERSON COMMUNITY BOARD

(Western Heights, McLaren Park, Henderson, Lincoln North, Te Atatu South and Te Atatu Peninsula)

I hereby give notice that a meeting of the Henderson Community Board will be held on:-

DATE: Thursday, 8 April 2010 **TIME:** 6.30 pm

MEETING ROOM: Council Chamber

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

30 March 2010

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairman)
Mr	WS	Bainbridge (Deputy Chairman)
Cr	BA	Brady, JP
Cr	MM	Jolley
Mr	SJ	McDonald
Mr	LJF	Nobilo, JP
Ms	S	Savage

(Quorum 4 members)

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(Meeting Room could be subject to change)

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY
ROAD, HENDERSON, WAITAKERE, ON THURSDAY, 8 APRIL 2010,
COMMENCING AT 6.30 PM**

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COMMENCING AT 6.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 4 March 2010

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the minutes of the meeting of the Henderson Community Board held on Thursday, 4 March 2010, as circulated, and that they 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 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to check that no such conflicts arise in relation to any items on this agenda.



5 PRESENTATIONS

A NEW ZEALAND POLICE

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

B TE ATATU ROAD AND LINCOLN ROAD INTERCHANGES

Helen Kerr, Lincoln Road Interchange Project Manager, New Zealand Transport Agency will present an update to the Henderson Community Board on the latest plans for Te Atatu Interchange and Lincoln Interchange. These interchanges are part of the State Highway 16 widening project and the wider Western Ring Route project.



6 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;
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time; and
- (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.



7 CHAIRMAN'S REPORT

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the Chairman's Report dated 8 April 2010.

REPORT

1. With only seven months remaining of this term, we must continue to advocate strongly on behalf of our residents to ensure all projects and residents issues are finalised. The Community Board needs to prepare a submission to Council on all the long term projects not included in the Long Term Council Community Plan which can be included as an addendum and can then be available to the Local Board.

Final Ward Boundary Determinations

2. The final ward boundary determinations see Henderson and Massey being amalgamated into one Local Board with a population of 109,600, which is virtually two cities but represented by only eight elected representatives. The role will certainly be more involved and time consuming and I hope all those standing are prepared to make the commitment that will be required.

Taipari Strand Day Community Day / Opening of Ray Ranby Walk

A1-A11

3. This outstanding community day was well organised and embraced by the local residents, with the tide and weather playing their part as well. The groups participating certainly showed community spirit. David Ranby and Annette Colbert, son and daughter of Roy Ranby cut the ribbon for the Roy Ranby Walk, and photos along with a brief tribute which has been taken off the Council website are attached at pages A1 to A6. My congratulations to the organising committee and the Parks team led by Customer Liaison Officer and photos of the community day are attached at pages A7 to A11.

Glendene Community Day

4. This event was held at Glendene School and was another day that all who participated enjoyed. This is a first for the area and this community day will continue to grow each year and as more people get involved.

Netball Waitakere Official Opening

A12

5. On Saturday, 27 March 2010, I attended the Netball Waitakere official opening. This is a wonderful facility with a new building and covered courts, which has been built with funding from Waitakere City Council, the ASB Trust, The Trusts Charitable Foundation and other funders. We now have a facility, along with The Trusts Stadium, to ensure that our youth are offered every opportunity to achieve and enjoy. A photo of the facility is attached at page A12.

Auckland Transistion Agency Submission

6. Leo Nobilo and I attended a workshop to formulate the Council's submission. The Community Board will not be making a submission as the Council's submission is very thorough and covers all aspects.

New Zealander of the Year

7. Deputy Chairman Wayne Bainbridge and Robert Stanic were nominated for New Zealander of the Year and received certificates honouring their commitment to the community.

Neighbourhood Support Waitakere

8. The Annual General Meeting was held for Neighbourhood Support Waitakere with a new executive committee being elected. Jo Quatermass, the secretary, has been there since the first steering group meeting along with Georgia Ball, who is no longer involved with Neighbourhood Support Waitakere. The Community Board would like to thank Georgia Ball for her dedication and commitment to the residents of Waitakere.

Elizabeth Grimmer, MNZM
CHAIRMAN



8 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 Regional and Far North Community Board Association Executive Committee	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Town Centre	Elizabeth Grimmer
Henderson Valley Park Reserve Management Plan	Leo Nobilo
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Shirley Savage (alternate)
School Travel Plan Working Group	Shirley Savage Leo Nobilo
Taipari Strand Community Group	Leo Nobilo
Te Atatu Peninsula Town Centre Business Improvement District	Wayne Bainbridge
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage
Walkway of Fame Selection Committee	Elizabeth Grimmer Wayne Bainbridge
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobilo (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge



9 COMMITTEE SECRETARY'S REPORT

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the Committee Secretary's Report for the Henderson Community Board dated 8 April 2010.



	Issue	Comments	Reporting Council Officer
1.	Cranwell Park/Tui Glen Reserve, Henderson, Footbridge Replacement Officer's Report	As part of the Council's ongoing structures renewal programme, the existing Cranwell Park (footbridge) behind Westwave connecting to Tui Glen Reserve, Henderson, will undergo a major upgrade in the 2009/2010 financial year. Upgrade works are scheduled to commence in early April 2010. This will require closing of the footbridge for a period of approximately four weeks to allow for works to be undertaken. Due to the high public use of the footbridge, notification of the planned works will be undertaken with information signs being placed on site from early March 2010. Stakeholder groups based at Cranwell Park and Tui Glen Reserve will be notified in writing.	Andreas Lilley  836 8000 Ext: 8553
2.	Cranwell Park, Henderson, Lighting Officer's Report	As part of the Council's ongoing lighting renewal and development programme, the design and installation of new pedestrian and car park lighting at Cranwell Park, Henderson, is proposed for the 2009/2010 financial year. A master lighting plan for Cranwell Park, Henderson has been completed. Physical works for Stage One of the lighting plan commenced in March 2010. Stage Two of the physical works is programmed for the 2010/2011 financial year.	Andreas Lilley  836 8000 Ext: 8553
3.	Te Pai Park, Henderson, Landscaping Stage One Officer's Report	Stage One of the landscaping works has been successfully completed. Stage Two of the project will involve further planting, footpaths, drainage swales, and car park realignment and will be completed in the 2010/2011 financial year.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
4.	Playground Designs Officer's Report	<p>As part of the Council's ongoing playground renewal programme, the playgrounds below are being designed in the 2009/2010 financial year for construction in the 2010/2011 financial year:</p> <ul style="list-style-type: none"> • Bruce McLaren Memorial Park, Henderson; • Tui Glen Reserve, Henderson; • McLeod Park, Te Atatu South; and • Bosun Walk, Te Atatu Peninsula, playground removal, replacement playground to be installed at Kelvin Strand, Te Atatu Peninsula. <p>Mail drop surveys were distributed to the surrounding communities in August 2009 to obtain feedback on what equipment local residents would like in the playgrounds.</p> <p>Feedback is being collated and detailed designs are being developed.</p>	Tracey Hamilton ☎ 836 8000 Ext: 8969
5.	Awaroa Park, Henderson, Refurbishment Officer's Report	This project was successfully completed in March 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969
6.	Taipari Strand – Community Event Officer's Report	A community event was held at Taipari Strand on Saturday, 20 March 2010. The event incorporated the opening of the new section of Te Atatu Peninsula Walkway which is to be named "The Roy Ranby Walk."	Sarah Natac ☎ 836 8000 Ext: 8561
8.	Road Calming Measures to be Investigated at the Great North Road, Te Atatu Road and Norcross Avenue, Glendene Roundabout Public Forum 4 June 2009	<p>At the Henderson Community Board meeting held on Thursday, 4 June 2009, a resident requested that road calming measures be investigated on Great North Road, Te Atatu Road and Norcross Avenue, Glendene so that children can cross the road from the church safely. Council tentatively scheduled a speed hump to be constructed during the 2010/2011 financial year.</p> <p>Community consultation on the installation of the speed hump has now been completed and no adverse feedback has been received. It is expected to be installed within the next four months.</p>	Sue Liddell ☎ 836 8000 Ext: 8736
9.	Update on Corban Green, Henderson Community Facility	Tenders for the design and build of the new community facility to be located on Corban Green, Henderson have closed. A report will be going to the Tenders	Jan Brown ☎ 836 8000

	Issue	Comments	Reporting Council Officer
	Officer's Report	<p>Subcommittee and the successful tender will be awarded in early April 2010. Council officers will work collaboratively with members of the McLaren Park Henderson South Community Initiative Incorporated (MPHSCII) to work through design issues prior to the lodging of resource and building consents.</p> <p>Issues have arisen around the funding of the fit out for the community facility. An application was to have been submitted to the Lotteries Community Facilities Fund (Lotteries) by 5 March 2010 for the fit out but Lotteries have indicated that without a longer management agreement, MPHSCII would be unlikely to get funding. This risk was identified and although a letter was provided by Council officers stating Council's full support for the MPHSCII through resolutions by the Henderson Community Board, it was clear that the short term management contract was an issue for Lotteries.</p> <p>Consultation is underway between Council officers and members of the MPHSCII to develop a Partnership Agreement that details the commitment of both parties to a long and ongoing relationship. This is expected to be finalised, and hopefully be in place before the transition to the new Auckland Council. A Management Agreement is also being developed and will again be in place before the transition to the Auckland Council.</p> <p>A registration of interest for funding for the Computer Clubhouse has been submitted to the ASB Community Trust Community Facilities Fund and MPHSCII will be advised if this has been successful by April 2010. Contact is being maintained with the Manager of the Computer Clubhouse in South Auckland and MPHSCII have received positive feedback that its bid for funding from central Government for a facility is still on the priority list.</p> <p>Information has been gathered by MPHSCII about the local history of the area and discussions are planned to take place to brainstorm ideas of names for the community facility, using both historical and geographical references. A Council working group will be formed to get feedback from Community Board</p>	Ext: 8514

	Issue	Comments	Reporting Council Officer
		Members and Councillors. Once a shortlist of names for the facility has been made, the list will go out to the community for consultation with the final name to be approved by a Council Committee.	
10.	Investigate the administration of boat ramp at end of Selwood Road, Henderson by Council Public Forum 4 June 2009 Henderson Community Board	The boat ramp at the end of Selwood Road, Henderson is partly on Council park land, the Concourse Strand, and partly in the Coastal Marine Area and administered by the Auckland Regional Council. Representatives from Alloy Yachts Limited will obtain all title and legal information to identify the owners of the boat ramp, which will be brought back to Council officers along with a proposal to hand over ownership to Council for future administration.	Katharine Slack ☎ 836 8000 Ext: 8779
11.	Unsung Hero Awards 2010 Update Officer's Report	The Unsung Hero Awards (the Awards) will be held for a third and final year in 2010. The Awards celebrate individuals who make grass roots contributions to our communities. Advertising for nominations for this year's Awards began in community and online newsletters, Waitakere News and the Western Leader in March 2010. The nominations period runs from 11 April 2010 – 11 May 2010. All nominations should be sent to Barbara Cade for collation. The Awards night is scheduled for Friday, 11 June 2010. A "save the date" meeting request has been sent to all Community Board Members, Councillors, and local Members of Parliament who are invited to this event. The Community Boards may like to consider promoting the concept for the Awards to the incoming Local Boards in October / November 2010, for implementation in the first term of the Auckland Council. This would ensure these contributions to our communities continue to be acknowledged.	Barbara Cade ☎ 836 8000 Ext: 8780

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Waitakere Cricket Club Incorporated – New Lease at Te Atatu Peninsula Park	Infrastructure and Works Committee	Report and attachments will be circulated under separate cover as a Supplement.

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 3 December 2010	6 May 2010	Tony Miguel  836 8000 Ext: 8294
Investigating Parking Option outside 10 Ti Nana Crescent, Henderson	Resolution No. 918/2009 4 June 2009	6 May 2010	Sue Liddell  836 8000 Ext: 8736

Report prepared by: Ngareta Delamere, Committee Secretary.

10 **TE ATATU SOUTH PARK TE ATATU SOUTH PUBLIC TOILET AND CHANGING ROOMS**

EXECUTIVE SUMMARY

The purpose of this report is to provide the Henderson Community Board with an update on the design of the public toilets and changing rooms for Te Atatu South Park. The proposed public toilets and changing rooms would replace the toilet and changing room facilities currently at Te Atatu South Park, Te Atatu South and the public toilet at Neville Power Memorial Park, Te Atatu South.

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive Te Atatu South Park Public Toilet and Changing Rooms report.

BACKGROUND

1. Funding has been provided in the Annual Plan 2009/2010 for the design and consenting of a new public toilet and changing room facility for Te Atatu South Park. The existing toilet and changing room facility is located in an undesirable location in a corner of Te Atatu South Park and is not fully accessible.
2. Te Atatu South Park is connected to Neville Power Memorial Park, Te Atatu South. Neville Power Memorial Park provides public toilet facilities which are located just south of the playground. The Neville Power Memorial Park public toilet contains two pans in the female toilet and one pan and one urinal in the male toilet. This toilet is not fully accessible and its design results in an unsafe layout.
3. Both toilet facilities have reached the end of their serviceable life and are incurring ongoing maintenance costs and vandalism. The Essex Street Neighbourhood Support Group have advised that users of Te Atatu South Park do not feel safe when walking past the changing rooms and that local schools advise their students not to walk down the path located next to the changing rooms due to safety concerns.

4. Te Atatu South Park is a Citywide park. Therefore, jurisdiction for development resides with the Infrastructure and Works Committee. Neville Power Memorial Park is a local park and the Henderson Community Board has approved combining the two facilities at Te Atatu South Park.

DECISION MAKING

Issues

- A13* 5. Due to the close proximity of both the Te Atatu South Park public toilet and changing rooms and the Neville Power Memorial Park toilet it is proposed to demolish both blocks and incorporate the facilities in a centralised building within Te Atatu South Park. The proximity of both toilet facilities is on the map attached at page A13.

Location

- A14* 6. It is proposed to locate the public toilet and changing rooms at the southern end of the car park within Te Atatu South Park. This location is in close proximity to the main car park area and is located between the two existing toilet facilities. The proposed location for the new facility is attached at page A14.
7. This location provides sufficient fall to underground services without the need for pumping the wastewater and has good access to water mains. The proposed location is in an area of the park which would not otherwise be developed.
8. The toilet facility design is orientated so that parents could see children go into the public toilets from the playground or the sports fields. This location also provides safe connections to the playground and sports fields without the need to cross the car park or driveway. The proposed location also optimises passive surveillance as the building can be seen from various locations around the park.

Toilet Design

- A15-A16* 9. Parks' standard toilet design has been developed through significant product research into durability and sustainability. Parks' standard toilet design is appropriate for the toilet and changing room proposed at Te Atatu South Park. The proposed design of the toilet is attached at pages A15 to A16.
10. The proposed design includes two fully accessible unisex toilets that will be open to the public during the day. The design also includes two mirror image changing rooms. The changing rooms include a changing bench area and two additional toilet pans and showers. The changing rooms will only be accessed by clubs which have agreed to the Parks Sports Fields Policy which is signed annually. The clubs are provided with a key to access the changing rooms and are responsible for them during this time.
11. The following sustainable features have been incorporated into the toilet and changing room design to reduce vandalism, graffiti and ongoing costs to Council:
- Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel (with the exception of the changing benches);
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power; and

- Use of Dual Flush buttons and spring loaded shut off taps for efficient water use.
12. The facility makes use of natural lighting and ventilation by the use of perforated screens between the concrete walls and the roof. The roof gradient falls towards the middle of the building where the water is collected in an internal gutter which feeds into the service core to reduce vandalism.
 13. The exterior front and back walls of the facility have a protruding relief to them to break up the solid concrete wall and provide an interesting element which makes the block aesthetically pleasing. Both exterior and interior walls will be graffiti guarded to reduce maintenance costs.

STRATEGIC CONTEXT

14. This project contributes to Council's Social Strategy which aims to develop community infrastructure. There is currently public toilet and changing room facilities provided in this area and the upgrade of the existing public toilet would be in accordance with the Parks and Open Space Strategic Plan 2009.

CONSULTATION

15. The proposed location and design of the facility was sent to Waitakere City Rugby, Te Atatu Rugby League, Girl Guides and the Essex Street Neighbourhood Support to obtain feedback. The Essex Street Neighbourhood Support Group and Waitakere City Rugby Club have advised that they support the location and the design of the proposed toilet block. Feedback from Te Atatu Rugby League Club and Girl Guides has not been received. Any late feedback received will be discussed at the April 2010 meeting of the Infrastructure and Works Committee.
16. A mail drop was undertaken to residents within a 400 metre walking distance of Te Atatu South Park in March 2010. This mail drop showed the proposed location and design of the public toilet. No feedback has been received to date. Any late feedback from this mail drop will be discussed at the April 2010 meeting.

RESOURCES

17. Budget has been provided in the Annual Plan 2009/2010 to carry out the professional services component of the toilet upgrade. Budget of \$310,000 has been provided in the Annual Plan 2010/2011 for the construction of Te Atatu South Park public toilet and changing room facility.

IMPLEMENTATION ISSUES

18. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

19. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tracey Hamilton, Parks Project Development Officer.



11 **BRIDGE AVENUE, TE ATAU SOUTH PUBLIC TOILET**

GLOSSARY

Bridge Avenue Public Toilet	(the Public Toilet)
Te Atatu Boating Club	(the Boat Club)
Waitakere Outrigger Canoe Club	(the Canoe Club)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Henderson Community Board with a status update on the design and location of the public toilet renewal at Bridge, Avenue Te Atatu South.

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the Bridge Avenue, Te Atatu South Public Toilet report.

BACKGROUND

1. The Bridge Avenue Public Toilet (the Public Toilet) is currently located within the road reserve of Bridge Avenue and is approximately ten metres from the main entrance to Bridge Avenue Reserve.
2. As the public toilet is located within the road reserve jurisdiction for development of this asset resides with the Infrastructure and Works Committee.
3. Te Atatu Boating Club (the Boat Club) is located at the end of Bridge Avenue and provides launching facilities to the public for a small fee. Waitakere Outrigger Canoe Club (the Canoe Club) hires an area of the boat club to store their equipment. The Canoe Club is based out of the boat club and has over 700 members. The Canoe Club operates seven days a week. The hours of operation are from 3:15 pm until 8:00 pm Monday to Friday, and during the day on weekends and school holidays. The Canoe Club members and their families have access to the Public Toilet during training.
4. The Public Toilet has come to the end of its serviceable life and is incurring ongoing maintenance costs and vandalism such as graffiti. The current toilet facility is not fully accessible and is designed in an unsafe layout. The Public Toilet requires an upgrade and funding has been provided in the Annual Plan 2010/2011 for physical works.
5. Public consultation on the current use of the Public Toilet was undertaken during September and October 2009. A sign was installed on the external wall of the public toilet and mail drop flyers were distributed to residents within a 400 metre walking distance of the Public Toilet.
6. At the December 2009 meeting of the Infrastructure and Works Committee, it was resolved as follows:

*“2. **Approve** to proceed to the design phase for the renewal of the public toilet on Bridge Avenue, Te Atatu South.”*

1927/2009

DECISION MAKING

Issues

7. The current Public Toilet facility contains two pans in the female block and one pan and one urinal in the male block. The current Public Toilet block is not fully accessible and has an undesirable layout for safety.

Location

8. The existing Public Toilet block is located approximately ten metres east of Bridge Avenue Reserve along the footpath of Bridge Avenue, Te Atatu South. It is proposed to relocate the toilet to the front of Bridge Avenue Reserve.
- A17 9. The proposed location is currently designated as road reserve but is within the maintained area associated with Bridge Avenue Reserve. Transport Assets have approved the proposed location. The property boundaries is on the map attached at page A17.
10. The toilet doors will face out onto Bridge Avenue, Te Atatu South and the toilet will be visible to visitors and residents vehicles driving down Bridge Avenue, Te Atatu South. The toilet is also well positioned for members of the Canoe Club as family members usually spend time at the playground at Bridge Avenue Reserve while club members are training.

Toilet Design

- A18 11. Parks' standard toilet design has been developed through significant product research into durability and sustainability. Parks' standard toilet design is appropriate for the proposed location and consists of one all accessible unisex toilet and a unisex changing room. The proposed design of the Public Toilet can be seen on the diagram attached at page A18.
12. The following sustainable features have been incorporated into the toilet design to reduce vandalism, graffiti and ongoing costs to Council:
 - Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel;
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power;
 - Use of Dual Flush buttons and spring loaded shut off taps for efficient water use; and
 - Steel doors, trim and ventilation louvers.
13. It is proposed to have one unisex changing room included in the toilet block. The changing room will be the same size as the all accessible unisex toilet and provide the Canoe Club with a place to change during their training sessions. The changing room will allow for plumbing to be retrofitted if the use of the toilet block increases and another toilet cubical is required.

14. The changing room will be managed in a similar way to how sports field changing rooms and store rooms are managed. The Canoe Club will be required to sign a user agreement and will be given a key to open the changing room during their trainings. The Canoe Club will be responsible for the changing room while it is being used by them and are responsible for locking the facility at the end of their training. The Canoe Club have advised that they will sign an agreement if the proposal is approved.
15. The roof of the toilet block has been designed to incorporate the activities in the area. The uses of curves in the roof mimic the canoes and dinghies situated at the end of Bridge Avenue.

STRATEGIC CONTEXT

16. This project contributes to Council's Social Strategy which aims to develop community infrastructure. There is currently a Public Toilet provided in this area and the upgrade of the existing Public Toilet would be in accordance with the Parks and Open Space Strategic Plan 2009.

CONSULTATION

17. Consultation was undertaken with the Canoe Club, the Boat Club and residents within a 400 metre walking distance. This consultation involved a sign installed on the front wall of the public toilet and a mail drop. The majority of feedback was in favour of retaining a public toilet facility at Bridge Avenue, Te Atatu South with 88% in favour of retaining the public toilet and 12% requesting the removal of the facility. The Boat Club and the Canoe Club have approved the location and design of the public toilet.
18. A second mail drop was undertaken to residents within a 400 metre walking distance in mid March 2010. This mail drop showed the proposed location and design of the public toilet. Feedback from this mail drop will be discussed at the April 2010 meeting.

RESOURCES

19. Budget has been provided in the Annual Plan 2009/2010 to carry out the professional services component of the toilet upgrade. Budget of \$130,000 has been provided in the Annual Plan 2010/2011 for the construction of the Bridge Avenue Public Toilet block.

IMPLEMENTATION ISSUES

20. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

21. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tracey Hamilton, Parks Project Development Officer.



12 **STURGES ROAD, HENDERSON – TWO P5 PARKING SPACES, A NO STOPPING AT ALL TIMES PARKING RESTRICTION AND A NEW PEDESTRIAN REFUGE ISLAND**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for two P5 parking spaces, a No Stopping At All Times parking restriction and the installation of a new pedestrian refuge island on Sturges Road, Henderson.

Council officers consulted with affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install a pedestrian refuge island, two P5 parking spaces and a No Stopping At All Times parking restriction, or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Sturges Road, Henderson – Two P5 Parking Spaces, a No Stopping At All Times Parking Restriction and a New Pedestrian Refuge Island report.

A19 2. **Approve** the installation of a new **PEDESTRIAN REFUGE ISLAND** on the centre of the carriageway outside **24 STURGES ROAD** as shown on the diagram attached at page A19.

3. **Approve** that in relation to **STURGES ROAD, HENDERSON:**

(a) all existing parking restrictions or limitations currently applicable to **STURGES 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, and

(b) 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 restriction now be resolved to be specified and imposed, namely,

A19 (i) on the south kerb line of **STURGES ROAD**, starting from **VINTAGE DRIVE** and extending east for a distance of approximately 76 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place as indicated on the diagram attached at page A19.

A19 (ii) on north kerb line of **STURGES ROAD** outside number 19 Sturges Road, the two **P5 PARKING SPACES** be put in place as indicated on the diagram attached at page A19.

4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 - Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitation and restriction.

BACKGROUND

1. The existing bridge on Sturges Road between Swanson Road and Vintage Drive, Henderson had been demolished and replaced with a temporary Bailey bridge controlled by traffic lights. The construction of the new bridge will start in April 2010 and completion is expected in December 2010. The bridge will be a three lane structure, i.e. one lane towards Sturges Heights as currently provided and two lanes towards the Swanson Road intersection. The design scope includes a pedestrian refuge island, No Stopping At All Times parking restriction and two P5 parking spaces to be used as pick up/drop off area for train commuters.

DECISION MAKING

Issues

- A19
2. It is proposed to install a pedestrian refuge island within the existing flush median outside number 24 Sturges Road to provide a safer location for pedestrians to cross the road. An existing No Stopping At All Times parking restriction on the north side of the island is to remain in place and a new No Stopping At All Times parking restriction on the south side of the island is recommended to maintain clear visibility for pedestrians crossing the road and also to ensure clearance for through traffic. A plan showing the location of the pedestrian refuge island and the No Stopping At All Times parking restriction is indicated on the diagram attached at page A19.
- A19
3. It is also proposed to provide two P5 parking spaces outside number 19 Sturges Road, Henderson as a pick up/drop off area for train commuters. A plan showing the location of the P5 parking spaces is indicated on the diagram attached at page A19.

Options Identified

4. Two options have been identified: to install a pedestrian refuge island, two P5 parking spaces and a No Stopping At All Times parking restriction, or to have the area remain unrestricted.

Consideration of Community Views

5. Consultation was undertaken with affected residents during February 2010. Two responses were received supporting the No Stopping At All Times parking restriction associated with the proposed pedestrian refuge island. No objections were received regarding the proposed two P5 parking spaces to be used as pick up/drop area for train commuters.

Preferred Option

6. The preferred option is to implement the proposed pedestrian refuge island, two P5 parking spaces and a No Stopping At All Times parking restriction as part of the Sturges Road Bridge Replacement Project.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.

9. A pedestrian refuge island provides a safe place for pedestrians to cross the road. Associated No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads.
10. Time limit parking restrictions can be applied to ensure convenient parking is available for short term use by users of facilities in the immediate area by displacing long duration parking to less convenient locations.

CONSULTATION

11. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

12. The budget for the proposed works has been provided in the Annual Plan 2009/2010 work programme line item 'Sturges Road Bridge Replacement'.

IMPLEMENTATION ISSUES

13. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Vinh Bui, Team Leader, Transport Assets.



13 OLD TE ATATU ROAD / GLORIA AVENUE, TE ATATU PENINSULA – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for new No Stopping At All Times parking restrictions at the Old Te Atatu Road / Gloria Avenue intersection in Te Atatu Peninsula.

Council officers consulted with affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Old Te Atatu Road / Gloria Avenue, Te Atatu Peninsula – New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **OLD TE ATATU ROAD, TE ATATU PENINSULA:**
 - (a) and 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **OLD TE ATATU ROAD**, from the south kerb line of Gloria Avenue and extending south for a distance of approximately 15 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **GLORIA AVENUE, TE ATATU PENINSULA:**
 - (a) and 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **GLORIA AVENUE**, from the east kerb line of Old Te Atatu Road and extending east for a distance of approximately 25 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

BACKGROUND

1. A request for additional parking restrictions at the Old Te Atatu Road / Gloria Avenue intersection was received from Go West buses. When vehicles are parked in close proximity to the intersection, there have been several instances of minor collisions between turning buses and other vehicles.

DECISION MAKING

Issues

2. Turning buses do not have enough room to manoeuvre at the Old Te Atatu Road / Gloria Avenue intersection when vehicles are parked in close proximity to the intersection.
3. The location of the new No Stopping At All Times parking restriction is indicated on the diagram attached at page A20.

Options Identified

4. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

Consideration of Community Views

5. Consultation was undertaken with affected residents during February 2010. No objections were received.

Preferred Option

6. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
8. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

10. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

11. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



14 **LINCOLN ROAD / TRIANGLE ROAD INTERSECTION, HENDERSON – NEW STOP CONTROL**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for a new Stop control at the Lincoln Road / Triangle Road intersection, Henderson.

No consultation was carried out as surrounding properties will not be affected.

Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Lincoln Road / Triangle Road Intersection, Henderson – New Stop Control report.
2. **Approve** that in relation to **LINCOLN ROAD, HENDERSON:**
 - (a) and 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **LINCOLN ROAD** where it intersects with **TRIANGLE ROAD**.
3. **Agree** 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 Stop control.

BACKGROUND

1. Following a Citywide black spot study undertaken in 2009, some traffic safety issues were identified at the Lincoln Road / Triangle Road intersection and the Council has investigated options for improvements.
2. Reported rear-end and pedestrian accidents mean that a Stop control is the recommended treatment for the north-bound left turn slip lane at this intersection.

DECISION MAKING

Issues

3. Lincoln Road and Triangle Road, Henderson are both arterial roads and carry traffic volumes of approximately 45,000 and 16,000 respectively vehicles per day.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been five reported accidents on the north-bound slip lane at the Lincoln Road / Triangle Road intersection, two of them involving injury. The 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.

A21

5. The location of the new Stop control is indicated on the diagram attached at page A21.

Options Identified

6. Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

Consideration of Community Views

7. No consultation was carried out as surrounding properties will not be affected.

Preferred Option

8. The preferred option is to put in the Stop control to improve traffic safety.

STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
10. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

11. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

12. The new Stop control can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

13. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



15 **TORU STREET, TE ATATU PENINSULA – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction on Toru Street, Te Atatu Peninsula.

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Two options have been identified: to install the No Stopping At All Times parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Toru Street, Te Atatu Peninsula - New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **TORU STREET, TE ATATU PENINSULA:**
 - (a) and 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **TORU STREET**, from the west boundary of property number 5 Toru Street and extending west for a distance of approximately 27 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitation and restriction.

BACKGROUND

1. A request for an additional parking restriction at the kea crossing outside number 5 Toru Street, Te Atatu Peninsula was received from Rutherford Primary School. Council officers confirmed that this was desirable in order for adequate sightlines to be provided.

DECISION MAKING

Issues

2. Toru Street is a local road and carries minor volumes of traffic. The proposed parking restriction will improve sightlines between drivers and pedestrians at the kea crossing outside number 5 Toru Street.
3. The location of the new No Stopping At All Times parking restriction is indicated on the diagram attached at page A22.

Options Identified

4. Two options have been identified: to install the No Stopping At All Times parking restriction or to have the area remain unrestricted.

Consideration of Community Views

5. Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Preferred Option

6. The preferred option is to put in the No Stopping At All Times parking restriction to improve traffic safety.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
8. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

10. The new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

11. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



16 HENDERSON VALLEY ROAD, HENDERSON – NEW RIGHT TURN BAN

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval to install a right turn ban from Henderson Valley Road into 17 Henderson Valley Road, Henderson where a service station is located at the Smythe Road, Henderson intersection.

Council officers consulted with affected businesses and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the right turn ban or for the area to remain uncontrolled.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Henderson Valley Road, Henderson – New Right Turn Ban report.
2. **Approve** that in relation to **17 HENDERSON VALLEY ROAD, HENDERSON:**
 - (a) and 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 and control be now resolved to be specified and imposed, namely,
 - (i) a **NO RIGHT TURN**, prohibiting vehicles from turning right from Henderson Valley Road, into **NUMBER 17 HENDERSON VALLEY ROAD**, be put in place.
3. **Agree** 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 No Right Turn control.

BACKGROUND

1. Following a member of the public contacting Council, an accident pattern was identified involving vehicles turning right from Henderson Valley Road into 17 Henderson Valley Road, Henderson where a service station is located at the Smythe Road intersection.

DECISION MAKING

Issues

2. Henderson Valley Road, Henderson is a regional arterial road and carries approximately 16,000 vehicles per day. A search of the Land Transport New Zealand database shows that for the past five years, there have been two reported accidents involving vehicles turning right from Henderson Valley Road, Henderson, into the service station at 17 Henderson Valley Road, Henderson. Both involved drivers turning out of Smythe Road (Council-side) colliding with these right-turning vehicles into the service station. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

A23

3. It is proposed to install a right turn ban which is expected to reduce these accidents.
4. The location of the new right turn ban is indicated on the diagram attached at page A23.

Options Identified

5. Two options have been identified: to install the right turn ban or for the area to remain uncontrolled.

Consideration of Community Views

6. The two businesses at number 17 Henderson Valley Road were consulted in November 2009, and no written feedback was received. However, the service station manager and mechanic business owner did verbally state they were positive about the proposal, mostly as a means of preventing unwanted traffic which use the property as a short cut around the signals to Smythe Road, Henderson.

Preferred Option

7. The preferred option is to put in the right turn ban to improve traffic safety.

STRATEGIC CONTEXT

8. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.

CONSULTATION

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

10. The proposed new no right turn can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

11. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



PUBLIC EXCLUDED MATTER

17 WALKWAY OF FAME 2009/2010

This item will be considered in the confidential supplement of the agenda, and has been circulated to members separately with this agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, namely, Walkway of Fame 2009/2010.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
Walkway of Fame 2009/2010	The withholding of information is necessary in order to: <ul style="list-style-type: none">• enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- *The report contains information which if released could affect the Council's negotiations.*

