

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 8 MARCH 2006, COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 8 February 2006

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 8 February 2006, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

NOTE: Urgent business need not be dealt with now and may be delayed until later in the meeting.



4 PRESENTATIONS

A NEW ZEALAND POLICE

Provision has been made on this Agenda for a representative from the New Zealand Police to update the Board on matters in the Massey Ward.

B PUBLIC FORUM ISSUES

The Manager: Resource Consents, will make a presentation to the Board regarding Public Forum issues to the Massey Community Board meeting held Wednesday, 8 February 2006 on: the Notification Process for Resource Consent; consent time-frames for 22 & 46 Simpson Road, Ranui; consent for a development adjoining 36 Universal Drive, Lincoln North.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

HURUHURU CREEK

The HuruHuru Creek issue has been at the forefront of Massey residents during the month of February and we have seen unprecedented levels of feedback by the public through various media channels. There is obviously a real general concern in the community at large as to what is happening here. By the time you read this report the extraordinary meeting of the Massey Community Board over this issue will have been held, and I sincerely hope the feedback we receive will be duly noted by Council. There are some real lessons in communication to be learned from this issue for the future.

REPRESENTATION REVIEW PUBLIC MEETINGS

I was disappointed with the poor turnout of Massey residents to the meeting held at the Birdwood Hall to discuss the three ward options for the representation review. Those Massey residents who did speak made some very useful comments although it was a concern that the meeting was dominated by comments from the Waitakere Ward residents.

DELEGATIONS TO COMMUNITY BOARDS

All Community Board members have been given a copy outlining our current delegations versus those of other Councils. We need to analyse the suggested additions to our delegations carefully. Some may seem attractive however what we need is some real teeth such as substantial funding allocations with appropriate delegations (i.e. minor works programme) to really make a difference.

Many thanks to Graham Barnard for hosting the Community Board Barbeque, it was great to interact in an informal environment and discuss issues openly amongst ourselves.




RECOMMENDATION


That the Chairperson's Report be received.


Andrew Good
CHAIRPERSON







7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Central Park Drive, Lincoln - New No Stopping Control 8 February 2006 Resolution No. 71/2006	The Massey Community Board at its meeting held on Wednesday, 8 February 2006, considered and approved a new no stopping control in Central Park Drive, Lincoln. The new no stopping control is scheduled to be installed by the second week of March 2006.	Paul Schischka  836 8000 Ext 8742
The Concourse, Lincoln - New No Stopping Control 8 February 2006 Resolution No. 72/2006	The Massey Community Board at its meeting held on Wednesday, 8 February 2006, considered and approved a new no stopping control in The Concourse, Lincoln. The new no stopping control is scheduled to be installed by the second week of March 2006.	Paul Schischka  836 8000 Ext 8742
Issue of the Walkway between 13 and 15 Garton Drive, Massey 7 December 2005 Resolution No. 2354/2005	Following consultation with residents at number 13 and 15 Garton Drive, Council staff will be installing a 2 metre open mesh fence on either side of the concrete walkway within the next 2 months. Council staff have also removed a picnic table at Gallony Reserve and crown lifted one tree at the end of the walkway.	Toni Grogan  836 8000 Ext 8969

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues</p> <p>3 April 2002</p> <p>Resolution No. 660/2002</p> <p>10 November 2004</p> <p>Resolution No. 1964/2004</p> <p>28 September 2005</p> <p>Resolution No. 1825/2005</p> <p>Council</p>	<p><u>Parking Arrangements</u></p> <p>Council has sealed the area behind the public boat ramp on Lot 2 and has imposed restrictions on trailer parking in this area. Council staff are still awaiting a final engineering plan from Westpark Marina Limited demonstrating the layout of the share trailer parking, park 'n ride car park on Lot 7. The consultants have been advised that the completion of this plan to enable the construction of this car park, is now critical. The sub-lease agreement over this part of Lot 7 will be activated once the parking area has been formed. Parking restrictions along Clearwater Cove will also be imposed once this car park is in operation.</p> <p>Council appeared in the Environment Court on 23 January 2006 to support the compulsory acquisition of Lots 45 and 49 (to provide for a long term trailer parking solution). A decision from the Environment Court is still pending.</p> <p>It is hoped that this comprehensive list of actions will resolve the trailer parking and park 'n ride parking issues in the immediate and long term.</p> <p><u>Future Development</u></p> <p>Westpark Marina Limited have signalled that they would now like to work closely with Council staff to investigate options for future development and expansion of the Marina. Westpark Marina Limited wish to lead an enquiry by design process to determine a future development of the marina (including reclamation if permitted by resource consent) that meets the needs of the private marina company and Council's interests in providing for long term trailer and park n' ride parking, and access to recreational facilities at the water's edge. Westpark Marina Limited are in the process of engaging a consultant to lead this process and are looking to host this workshop in early April.</p>	<p>Rochelle Edwards</p> <p> 839 0893</p>

<p>Anzac Day Parade Tuesday, 25 April 2006</p>	<p>The purpose of this report is to seek representation of a Board Member at the Massey Ward RSA Anzac Day Parade.</p> <p>In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSA's will host its own parade. The Council and the Community Boards have been invited to nominate official representatives to attend those parades. The Council, at its meeting to be held on Wednesday, 15 March 2006, will appoint Councillors to attend the various parades in the City.</p> <p>The appointment of a Board Member to attend the Hobsonville Community Anzac Day Parade is now referred to the Board for consideration.</p> <p>Parade details are:</p> <p>Venue Hobsonville RSA Address 114 Hobsonville Road Hobsonville Time 11.00 am</p>	<p>Tracy Haggio  836 8000 Ext 8810</p>
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REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Rush Creek, Westgate</p>	<p>December 2004 Resolution No. 2205/2004</p>	<p>5 April 2006</p>	<p>Kitch Cuthbert  837 9849</p>
<p>Status of All Unsealed Roads in Massey Ward</p>	<p>June 2005 Resolution No. 997/2005</p>	<p>5 April 2006</p>	<p>Adam Moller  836 8000 Ext 8750</p>
<p>Project Twin Streams Four Monthly Progress Report</p>	<p>August 2005 Resolution No. 1468/2005 Last updated 7 December 2005</p>	<p>5 April 2006</p>	<p>Tony Miguel  836 8000 Ext 8294</p>
<p>Student Pedestrian Safety, Rathgar Road and Edwards Avenue</p>	<p>September 2005 Resolution No. 1642/2005</p>	<p>5 April 2006</p>	<p>Paul Schischka  836 8000 Ext 8742</p>

RECOMMENDATION

1. That the Committee Secretary's Report for 8 March 2006 be received.
2. That Massey Community Board nominate a representative to attend the Hobsonville RSA Anzac Day Parade at 11.00 am on Tuesday, 25 April 2006.

Report prepared by: Saba Mustafa, Committee Secretary.



8 TRIENNIAL REPRESENTATION REVIEW - UPDATE ON INFORMAL PUBLIC INFORMATION PROCESS

PURPOSE OF THE REPORT

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

BACKGROUND

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

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

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

Option One

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

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

Option Two

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

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

Option Three

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

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

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

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

Feedback from the Community Boards was sought by Council in October/November 2005. Massey Community Board resolved at their meeting of 1 November 2005 as follows:

2. *That Massey Community Board supports the formation of a three Ward model with three Community Boards as outlined in the draft Initial Proposal and recommends to the Finance and Operational Performance Committee that each Community Board consist of seven elected members, elected at large from within the community and not six as originally proposed.*
3. *That the Massey Community Board requests that the recommendation of the Finance and Operational Performance Committee on the subject of the draft Initial Proposal on Basis of Election be reported back to all Community Board Members prior to Council making its final decision."*

2094/2005

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

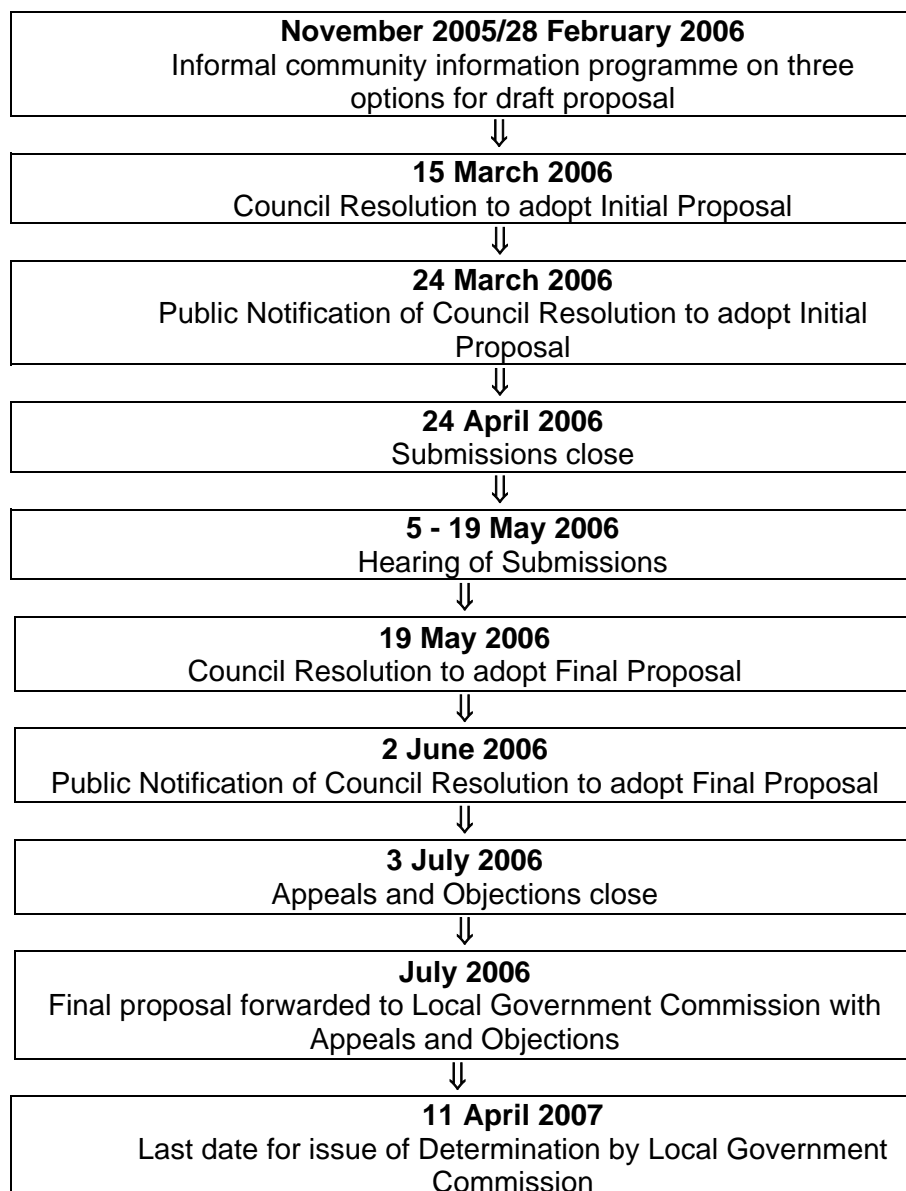
On 7 November 2005 the Finance and Operational Performance Committee resolved:

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

2198/2005

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

Basis for Election Provisional Timescale:



STRATEGIC CONTEXT

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

The electoral system is a key component of active democracy.

ISSUES

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

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

During these public meetings Community Board Members from both Henderson and Waitakere Community Boards requested a full report to the Community Boards at the conclusion of the process.

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

RESOURCES

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

CONCLUSION

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

RECOMMENDATIONS

1. That the Triennial Representation Review - Update on Informal Public Information Process report be received.
2. That the Massey Community Board reconsiders resolution 2094/2005 based on information arising out of the Informal Public Information Process, and if necessary rescind the said resolution and make recommendations to the Finance and Operational Performance Committee for onward transmission to Council on the subject of the preferred option for Ward and Community Board boundaries.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



9 ELECTED MEMBERS REMUNERATION - REMUNERATION AUTHORITY DETERMINATION 2006/2007

PURPOSE OF THE REPORT

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

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

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

Consultation must take place with Community Boards who have the opportunity to advise the Remuneration Authority whether they agree or disagree with the Council's determination.

The Remuneration Authority will make the final determination.

BACKGROUND

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

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

The responsibility for setting Elected Members remuneration is now with the Remuneration Authority. The Authority is required to determine remuneration, allowances and expenses payable to all Elected Members, whilst having regard to:

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

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

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

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

A1-A5

A copy of the advice from the Remuneration Authority is attached at pages A1 to A5.

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

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

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

Any income for Elected Members from Resource Consent Hearings is outside the pool.

Expenses, including mileage allowances, are outside the pool, although the actual amounts/rates that can be claimed are set by the Remuneration Authority. The Remuneration Authority have been requested by this Council to consider revising mileage allowances in light of the fuel price increases but no amendment has yet been made. A further request is proposed to be made as part of this determination.

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

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

Expenses

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

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

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

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

Meeting Allowance Rates

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

STRATEGIC CONTEXT

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

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

ISSUES

Remuneration Pool and Salaries

A6-A9

Attached at pages A6 to A9 is a spreadsheet of Elected Members Remuneration that allocates the new pool on the basis of a straight forward percentage increase over the salaries currently applicable.

On 22 February 2006, Council resolved:

- “1. *That the Elected Members Remuneration - Remuneration Authority Determination 2006/2007 report be received.*
2. *That the Council recommends new salaries for Elected Members as follows:*
 - *Deputy Mayor - \$73,087;*
 - *Chairs of Standing Committees:*
 - *City Development Committee, Planning and Regulatory Committee, and Finance and Operational Performance Committee - \$69,765;*
 - *Committees:*
 - *Chair of Hearings Committee - \$59,300; Chair of Projects Special Committee - \$59,300; Chair of Arts, Events and Culture Special Committee - \$59,300;*
 - *Chair of Emergency Services Committee - 0, Chair of Performance Review Committee - 0, Chair of Tenders Subcommittee - 0, Chair of Long Term Council Community Plan and Annual Plan Special Committee - 0.*
 - *Other Councillors \$48,012;*
 - *Community Board Chairs - \$22,591;*
 - *Community Board Members - \$11,628.*

3. *Resource Consent hearing fees will be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of meeting and workshop or site visit time for the Chair and \$60 per hour of meeting and workshop or site visit time for the Members).*
4. *The following reimbursements and expenses be recommended to the Remuneration Authority:
That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate:*
 - *Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility (currently \$46);*
 - *Reimbursement of one cell phone on the basis of the Waitakere City Call Plan including the Call Minder facility (currently \$35) when a cell phone is made available to be used on Council business;*
 - *Reimbursement of the best flat rate monthly fee available to the Council for a Broadband connection suitable for Council business operations (available to Community Board Chairs but not currently available to Community Board Members).*
5. *That Councillors and Community Board Members claim reasonable business related core costs on telephone or cell phone on a monthly basis provided they are supported by presentation of an account detailing to whom the calls have been made.*
6. *That Councillors be paid a flat monthly fee of \$20 to cover all consumables (not currently available to Community Board Members) for computers including lap-tops, printers, facsimiles, etc.*
7. *That Councillors will be supplied with either a personal computer at home or a lap- top if necessary. Those Councillors who provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).*
8. *That no other telephones, fax machines or cell phones will be provided to Elected Members except that the Mayor and Deputy Mayor will be provided with a cell phone and the Council will pay for all expenses except private calls.*
9. *That when on approved Council business all actual or related expenses will be met by the Council.*
10. *That the rate for reimbursing Elected Members for travel, using their own motor vehicle on Council business is the maximum set by the Remuneration Authority - (currently \$0.70 per kilometre), that the Council make representations to the Remuneration Authority to increase this reimbursing payment to recognise the increases in fuel prices and that the Council also pays the approved rate to appointed Members. Any infringement fees e.g. parking and speeding infringements are by law the responsibility of the offender.*
11. *That the Chair of Te Taumata Runanga be paid a salary of \$20,245.*
12. *That the non-elected Te Taumata Runanga representative appointed to the City Development Committee be paid a meeting fee aligned with those fees payable to Members for Resource Consent hearings (refer to Clause 3 of this resolution) (currently \$60 per hour of meeting and workshop or site visit time).*
13. *That all appointed non-elected Members of Council Committees (except the Te Taumata Runanga representative to the City Development Committee) and Subcommittees except the Hearings Committee be paid a meeting fee of \$208.*

CONCLUSION

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

RECOMMENDATIONS

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

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



10 DRAFT WAITAKERE CITY TRANSPORT STRATEGY

PURPOSE OF THE REPORT

The purpose of this report is to obtain early input from the Massey Community Board into the development of the draft Waitakere City Transport Strategy 2006-2016.

BACKGROUND

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

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

- \$6.810 billion on new roads and state highway infrastructure, maintenance/renewals, traffic management and safety (62%);
- \$3.80 billion on passenger transport (34%);
- \$420 million on Travel Demand Management (including travel plans, walking and cycling, etc) (4%).

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

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

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

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

On 2 June 2005, the City Development Committee resolved:

2. *That the process for development of the transport strategy be approved.*
3. *That a workshop be held with Councillors to consider the proposed vision, objectives and policies and further assess the matter of land use and transport integration.*
4. *That Strategic Option 5 in the draft Regional Land Transport Strategy is used as the basis for the development of Waitakere City's transport strategy."*

1021/2005

- In July 2005 a Councillors' workshop discussed the vision, objectives, issues, priorities and a framework for strategic options in relation to the draft Transport Strategy;
- In July 2005 the feasibility study of walking and cycling programme was completed;
- On 21 September 2005 the Council authorised the Chief Executive Officer to submit the Ten Year Land Transport Programme to the Auckland Regional Transport Authority to enable funding applications for projects in 2006/2007 (1797/2006);
- Late 2005 community outcomes were developed in relation to Waitakere City;
- Late 2005 the Council received a draft activity plan for transport;
- Late 2005 public consultation was carried out on levels of service including transport;
- Road corridor studies are substantially completed, subject to overlay of bus priority measures;
- Development of a budgeted Transport Programme 2006-2016, to be considered at the meeting of the Long Term Council Community Plan and Annual Plan Special Committee, end of February, beginning of March.

On 9 February 2006 the City Development Committee received a similar report to this, and passed the following resolutions:

- ”2. *That the vision, objectives and desired outcomes for transport as set out in this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006-2016 for consultation.*
3. *That the City Development Committee’s feedback on the proposed strategic options as set out in this report is taken into account in the development of the draft Waitakere City Transport Strategy 2006-2016.*
4. *That the key issues for public consultation as set out in the executive summary attached to this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006-2016.*
5. *That the first draft Waitakere City Transport Strategy 2006-2016 be considered by the Long Term Council Community Plan and Annual Plan Special Committee when considering the draft Transport Programme 2006-2016 for inclusion in the draft Long Term Council Community Plan.*
6. *That the process for involving key stakeholders and public consultation as set out in this report be approved.”*

54/2006

STRATEGIC CONTEXT

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

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

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

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

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

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

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

ISSUES

First Draft Waitakere City Transport Strategy 2006-2016

A10-A25

An Executive Summary of the first draft of the Waitakere City Transport Strategy 2006-2016 attached at pages A10 to A25 has been prepared to set the transport direction, in relation to the community outcomes and levels of service, and guide the ten year transport programme. The Massey Community Board's input into the development of this draft is sought and encouraged.

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

Vision, Objectives and Outcomes

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

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

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

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

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

Develop a sustainable, integrated transport system that:

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

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

Desired outcomes include:

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

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

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

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

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

Strategic Options

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

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

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

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

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

The key distinguishing factors between strategic options are:

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

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

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

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

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

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

Other options that have been considered include:

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

Transport Programme 2006-2016

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

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

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

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

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

Significant Projects

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

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

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

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

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

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

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

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

Date	Action	Who
27 January 2006	Key staff and Auckland Regional Council and Auckland Regional Transport Authority officer feedback is sought on the first draft Waitakere City Transport Strategy.	Key staff, Auckland Regional Council and Auckland Regional Transport Authority officers
9 February 2006	Councillors' feedback is sought on an executive summary of the draft Waitakere City Transport Strategy.	City Development Committee
14 February 2006	Approval of communications plan in relation to draft Waitakere City Transport Strategy.	Communications and Facilitation Group
15 February 2006	Draft Waitakere City Transport Strategy sent to key stakeholders.	Land Transport NZ, Transit NZ, Community Board members, Youth Council, Te Taumata Runanga, Pacific Islands Advisory Board, Schools Ethnic Advisory Board Other Local Authorities in the region, Interested parties on request.
18 February 2006	Peer review of draft Waitakere City Transport Strategy and Transport Programme	To be arranged by Manager Transport Strategy and Group Manager: Asset Management
6-9 March 2006	Community Board members' feedback is sought on the draft Waitakere City Transport Strategy	Community Boards
15 March 2006	Signoff of the draft Waitakere City Transport Strategy document and adoption of draft Long Term Council Community Plan, including transport programme	Long Term Council Community Plan and Annual Plan Special Committee
10 April 2006	Draft Waitakere City Transport Strategy document is printed and distributed	Public Affairs & Manager Transport Strategy
13 April 2006	Submission period opens	Manager Transport Strategy
April 2006	Focus groups, open days, public communications	Manager Transport Strategy & Public Affairs

Date	Action	Who
12 May 2006	Submission period closes	Manager Transport Strategy
18 April – 12 May 2006	Response to submissions	Council staff.
23 May – 2 June 2006	Hearings in relation to Transport Strategy and Transport Programme	Long Term Council Community Plan & Annual Plan Special Committee
16 June – 23 June 2006	Deliberations on the Transport Strategy and Transport Programme	Long Term Council Community Plan & Annual Plan Special Committee
July 2006	Adoption of final Waitakere City Transport Strategy and Transport Programme	Council or City Development Committee
August 2006	Final Waitakere City Transport Strategy document is printed and distributed	Public Affairs & Manager Transport Strategy

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

The Massey Community Board's feedback on the Executive Summary of the draft Waitakere City Transport Strategy 2006-2016 is sought. It is proposed that a full draft Waitakere City Transport Strategy 2006-2016 be reported to the Long Term Council Community Plan and Annual Plan Special Committee for consideration of feedback from key stakeholders. This would enable a draft Waitakere City Transport Strategy 2006-2016 to be made available for wider public consultation. It is proposed that this is coordinated with the Long Term Council Community Plan consultation process.

Key Issues for Consultation

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

RESOURCES

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

CONCLUSION

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

RECOMMENDATIONS

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

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



11 HENDRICKA COURT - EXTENSION TO NO STOPPING CONTROL

PURPOSE OF THE REPORT

This purpose of this report is to seek the Massey Community Board's approval for an extension of a 'No Stopping at All Times' parking control in Hendricka Court, West Harbour.

BACKGROUND

The owner of 4 Hendricka Court has contacted Council with concerns regarding vehicles parked close to their vehicle crossing limiting their ability to easily reverse out of their driveway. They have requested that Council extend an existing 'No Stopping' line to ensure vehicles are not parked directly opposite their vehicle crossing.

Hendricka Court is on the east side of Hobsonville Road close to Hobsonville School. It is often used by parents collecting children from the school. The street has previously had parking controls installed to help ensure that parents' vehicles are parked in a safe and orderly manner.

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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear. Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

ISSUES

Vehicles are currently permitted to park opposite the vehicle crossing of number 4 Hendricka Court and also immediately to the east of the vehicle crossing at all times except between 2.30 pm and 3.30 pm Monday to Friday. When vehicles are parked in either of these locations they make it difficult, but not impossible for a vehicle to back out of the vehicle crossing of number 4. The resident has stated that vehicles parked directly opposite their vehicle crossing are most problematic. The resident is concerned that a slight error while reversing may result in their vehicle contacting a vehicle parked on the carriageway. The driveway of number 4 is not level, but instead slopes upward. This adds to the difficulty the resident experiences when reversing from their vehicle crossing.

It is proposed that the existing 'No Stopping' parking restriction that currently extends from the intersection with Hobsonville Road to the east side of the vehicle crossing of number 1 Hendricka Court be extended eastward to the west edge of the vehicle crossing of number 3 Hendricka Court. The road is narrow in this part of Hendricka Road and when vehicles are parked on both sides at once there is insufficient remaining room for a traffic lane. More extensive restrictions were originally proposed for this area when the current parking restrictions were originally consulted on, however the previous owner of number 4 Hendricka Court requested that as much on-street parking as possible be preserved near their property. Since that time 4 Hendricka Court has been sold to a new owner who has different concerns.

A consultation letter outlining the proposed change and the reasons for it was sent to nearby residents. One response was received, from a resident of a house on the south side of the street. The resident supported the proposed change and stated that two of his neighbours had also authorised him to convey their approval of the proposal to Council.

A26

The location of the proposed extension to an existing parking restriction is indicated on the attachment at page A26.

RESOURCES

The proposed new road marking can be implemented under the 2005/2006 Annual Plan maintenance budgets.

CONCLUSION

The proposal to extend an existing 'No Stopping at All Times' parking control in Hendricka Court is recommended to prevent parked vehicles restricting the ability of drivers to reverse from the vehicle crossing of number 4 Hendricka Court.

RECOMMENDATIONS

1. That the Hendricka Court - Extension to No Stopping Control report be received.
2. That in relation to **HENDRICKA COURT, WEST HARBOUR:**
 - (a) That all existing parking restrictions or limitations currently applicable to **HENDRICKA COURT** 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 south kerb line of **HENDRICKA COURT** starting from a point 35 metres east of the point where the south kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 14 metres east a new **NO STOPPING AT ALL TIMES** control be put in place.6

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 intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



12 INTERSECTION OF RED HILLS ROAD AND BIRDWOOD ROAD - NEW STOP CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new 'Stop' Control in Birdwood Road at its intersection with Red Hills Road.

BACKGROUND

A member of the public has contacted Council requesting an intersection priority control at the intersection of Birdwood Road and Red Hills Road. This person has observed several near miss accidents at the intersection where drivers failed to stop when required. They believe that an intersection priority control at this intersection would assist in preventing accidents in this location.

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.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

ISSUES

Land Transport New Zealand's accident database lists two accidents where a driver exiting Birdwood Road failed to stop to traffic on Red Hills Road at this intersection. Neither of these accidents were injury accidents.

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

As the cost of implementing a new 'Stop' control is small in comparison to the potential effects of an accident it is recommended that a new 'Stop' control be approved at this intersection.

A27

The location of the proposed new intersection priority control is indicated on an attachment at page A27.

RESOURCES

The proposed new 'Stop' control can be implemented under the 2005/2006 Annual Plan maintenance budgets.

CONCLUSION

The proposal to install a new intersection priority control at the intersection of Red Hills Road and Birdwood Road is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Intersection of Red Hills Road and Birdwood Road - New Stop Control report be received.
2. That in relation to **BIRDWOOD ROAD, MASSEY**
 - 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) that a new STOP control be put in place on BIRDWOOD ROAD where it intersects with **RED HILLS ROAD**.
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 intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



13 CITY WIDE BUS STOP SIGNAGE UPGRADE - MASSEY WARD

PURPOSE OF THE REPORT

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

BACKGROUND

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

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

A28-A29 Photographs of standard regulatory bus stop signs with the preferred white steel pole and flag mounting configuration are attached at pages A28 to A29..

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

A30-A31 Photographs of electronic signage similar to that proposed to be installed in Waitakere City are attached at pages A30 to A31.

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

STRATEGIC CONTEXT

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

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

ISSUES

A32-A34 The attachments at pages A32 to A34 lists all urban bus stop locations on Council roads in the Massey Ward. Those stops marked with an asterix do not have existing regulatory bus stop signage. It is recommended that this signage be installed. It is recommended that the Massey Community Board resolve all the bus stop locations listed above as bus stops. This will assist in enforcement of parking restrictions around bus stops.

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

- 48 Lincoln Road opposite Waitakere Hospital;
- 53 Lincoln Road outside Waitakere Hospital;
- 108 Lincoln Road;
- 109 Lincoln Road;
- 155 Lincoln Road;
- 170 Lincoln Road;
- 199 Lincoln Road;
- 263 Lincoln Road;
- 252 Lincoln Road outside Lincoln North Mall;
- 186 Lincoln Road by Mitre 10 Mega;
- 301 Lincoln Road opposite Daytona Road.

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

RESOURCES

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

CONCLUSION

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

RECOMMENDATIONS

1. That the City Wide Bus Stop Signage Upgrade - Massey Ward report be received.
2. That following locations be approved as formal bus stops; Pomaria Road outside number 7, Don Buck Road outside number 165, Don Buck Road outside number 185, Moire Road outside number 152, Swanson Road outside number 273, Armada Drive outside number 8, Don Buck Road outside number 89, Don Buck Road outside number 211, West Side of Luanda Drive 48 metres north of intersection with Swanson Road, Waimarie Road outside number 64, Waimumu Road outside number 203, Colwill Road outside number 4, Colwill Road outside number 60, Colwill Road outside number 118, Helleur Road outside number 27, Hetherington Road outside number 12, Hetherington Road outside number 21, Hetherington Road outside number 86, Hetherington Road outside number 99, Hewlett Road outside number 1a, Larnoch Road outside number 5, Larnoch Road outside number 38, Luckens Road outside number 39, Luckens Road outside number 86, Luckens Road outside number 111, Metcalfe Road outside number 57, Metcalfe Road outside number 74, Metcalfe Road outside number 241, Metcalfe Road outside number 14, Palomino Drive outside number 9, Pomaria Road outside number 52, Pooks Road outside number 42, Pooks Road outside number 68, Rathgar Road outside number 101, Rathgar Road outside number 106, Reynella Drive outside number 95, Reynella Drive outside number 104, Royal Road outside number 41, Royal Road outside number 75, Swanson Road outside number 107, Swanson Road outside number 221, Triangle Road outside number 25, Wiseley Road outside number 84a, Don Buck Road outside number 435, Garton Drive outside number 62, Luckens Road outside number 71, Puriri Road outside number 38, Rathgar Road outside number 184, Reynella Drive outside number 14, Triangle Road outside number 71, Triangle Road outside number 260, Triangle Road outside number 299, Waimumu Road outside number 14, Don Buck Road outside number 49, Pomaria Road outside number 6, Don Buck Road outside number 78, Don Buck Road outside number 406, Oreil Avenue outside number 1, Oreil Avenue outside number 87, Bahari Drive outside number 31, Don Buck Road outside number 238, Pooks Road outside number 73, Reynella Drive outside number 62, Royal Road outside number 17, Royal Road outside number 36, Triangle Road outside number 103, Metcalfe Road outside number 220, Moire Road outside number 51a, Larnoch Road outside number 59, Metcalfe Road outside number 150, Wiseley Road outside number 181, Moire Road outside number 145, Lincoln Road outside number 48, Lincoln Road outside number 108, Lincoln Road outside number 109, Lincoln Road outside number 186, Lincoln Road outside Waitakere Hospital, Ferry Parade outside number 73, Royal Road outside number 138, West Side of Swanson Road 36 metres north of intersection with Mihini Road, Triangle Road outside number 10, Westgate Drive 60 metres east of intersection with Fernhill Drive, East side of Don Buck Road

25 metres north of intersection with Cherry Tree Place, North side of Triangle Road 50 metres east of intersection with Waimumu Road, South side of Metcalfe Road 72 metres east of intersection with Simpson Road, Luanda Drive outside Luanda Reserve, Oreil Avenue outside number 63, North side of Pooks Road 60 metres east of the intersection with Ranui Avenue, East side of Armada Drive 40 metres North of intersection with Swanson Rd, West side of Moire Road 72 metres south of intersection with Holmes Drive South, Moire Road outside number 76, Triangle Road at Lincoln Park Avenue outside number 195, Triangle Road opposite Lincoln Park Ave, Pooks Road North side by Ranui Station outside number , East side of Moire Road 60 metres north of Royal Road, Kemp Road outside Kemp Reserve, Marina View Road outside number 67, The Terrace outside Landing Reserve, Don Buck Road outside number 142, East side of Armada Drive 50 metres north of Swanson Road, Armada Drive outside number 5, Bahari Drive outside number 66, Don Buck Road outside number 8, Don Buck Road outside number 200, Don Buck Road outside number 263, Don Buck Road outside number 306, Don Buck Road outside number 548, Don Buck Road outside number 397, Gallony Avenue outside number 2, Larnoch Road outside number 6, Lincoln Road outside number 155, Lincoln Road outside number 170, Lincoln Road outside number 199, Lincoln Road outside number 263, Luckens Road outside number 1, Luckens Road outside number 161, Luckens Road outside number 186, Luckens Road outside number 205, Marina View Road outside Luckens Reserve, East side of Metcalfe Road 63 metres south of Ranui Avenue, Oreil Avenue outside number 4, Oreil Avenue outside number 18, Oreil Avenue outside number 36, Oreil Avenue outside number 39, Oreil Avenue outside number 52, Oreil Avenue outside number 115, Oreil Avenue outside number 74, Pooks Road North outside number 103, Rathgar Road outside number 37, Royal Road outside number 64, Royal Road outside number 112, Royal Road outside number 211, Royal Road outside number 293, Swanson Road outside number 85, Swanson Road outside number 458, Swanson Road outside number 529, Swanson Road outside Coroglen Reserve, North side of The Terrace 62 metres east of the intersection with Alison Avenue, Triangle Road outside number 38, Universal Drive outside number 5, Universal Drive outside number 12, Universal Drive outside number 45, Universal Drive outside number 65, Waimumu Road outside number 130, Waimumu Road outside number 194, Wiseley Road outside number 3, Wiseley Road outside number 4, Wiseley Road outside number 41, Wiseley Road outside number 60, North side of Ferry Parade 36 metres east of The Terrace, Glen Road outside number 19, Colwill Road outside number 4, Don Buck Road outside number 27, Garton Avenue outside number 25, Luckens Road outside number 136, Metcalfe Road outside number 9, Pooks Road outside number 22, South side of Pooks Road 36 metres west of the intersection with Miliway, Rathgar Road outside number 4, Rathgar Road outside number 150, Triangle Road outside number 381, Waimumu Road outside number 58, Clark Road outside number 38, Swanson Road outside number 524, Universal Drive outside number 115, Luckens Road outside number 135, Bellringer Road outside number 2, Bellringer Road outside number 3, Gallony Avenue outside number 9, South side of Helleur Road 44 metres east of the intersection with Kemp Road, Kemp Road outside number 85, Moire Road outside number 126, Reynella Drive outside number 11, Reynella Drive outside number 57, Royal Road outside number 10, Royal Road outside number 133, Triangle Road outside number 84, Triangle Road outside number 108, Wiseley Road outside number 75, East side of Hewlett Road 40 metres north of the intersection with Don Buck Road, 372 Don Buck Rd, Royal Road outside number 267, Swanson Road outside number 457, Bahari Drive outside number 32, Colwill Road outside number 96, Colwill Road outside number 172, Don Buck Road outside number 176, Don Buck Road outside number 456, Lincoln Road outside number 300, Lincoln Road outside number 252, Lincoln Road outside number 301, Metcalfe Road outside number 46, Metcalfe Road outside number 111, Metcalfe Road

outside number 215, Moire Road outside number 100, Moire Road outside Moire Park, Pomaria Road outside number 53 and Puriri Road outside number 2.

3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stops.
4. That the following locations be approved as locations for electronic real time passenger information signage; Lincoln Road outside number 108, Lincoln Road outside number 109, Lincoln Road outside number 155, Lincoln Road outside number 170, Lincoln Road outside number 199, Lincoln Road outside number 263, Lincoln Road outside Lincoln North Mall, Lincoln Road outside Mitre 10 Megastore and Lincoln Road outside number 301.

Report prepared by: Paul Schischka, Transport Engineer.



14 **PROPOSED GRANT OF DRAINAGE EASEMENT OVER REALM ESPLANADE RESERVE**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's recommendation to Council that a drainage easement be granted over Realm Esplanade Reserve.

BACKGROUND

A35 Application has been made for building and resource consents with respect to the erection of a dwelling-house at 35 Realm Place, Massey. The location of this property is shown on the map attached at page A35.

A35 The resource consent was issued subject to the granting of a drainage easement by Council allowing stormwater to drain from the rear of the property through an underground pipe across Realm Esplanade Reserve and be discharged into the Henderson Creek at high tide. The proposed location of the drainage easement is also shown on the diagram attached at page A35. The stormwater will initially be held in detention tanks on the applicant's property so that a portion of it may be applied to domestic use.

The thrusting method of construction will be used for this pipeline so as to minimise disruption to the surface of the Reserve.

ISSUES

The applicant has produced a consultant's report which states that this is the only feasible way to discharge stormwater from this site. Council's EcoWater division has substantially agreed with this report and has required only minor amendments to its suggested stormwater plan which now complies with Council's Code of Practice.

LEGAL ISSUES

Section 48(1) of the Reserves Act 1977 requires the grant of such an easement by Council to be made only with the consent of the Minister of Conservation. Accordingly, if the Board recommends approval of this easement, the consent of the Minister will be sought.

Public notification of the easement would normally be required under sub-section (2) of s.48 but pursuant to sub-section (3) it is unnecessary where the reserve is vested in Council and is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the establishment and lawful exercise of the easement. It is suggested that such is the case here and that public notification is not required.

RESOURCES

All costs incurred by Council in granting the proposed easement will be met by the applicant and these include survey costs, legal costs, filing fees and the costs charged by the Department of Conservation.

CONCLUSION

The stormwater drainage plan which requires the proposed easement is the only practicable one and has the full approval of Council's Regulatory and EcoWater divisions. It therefore seems reasonable that authority be given for it to be granted.

RECOMMENDATIONS

1. That the Proposed Grant of Drainage Easement Over Realm Esplanade Reserve report be received.
2. That the Massey Community Board recommends to Council that approval be given to the granting of a drainage easement over Realm Esplanade in the area marked "A" in the plan attached at page A35 to the Agenda and that this easement be executed under seal.
3. That the Massey Community Board recommends to Council that consent of a drainage easement over Realm Esplanade Reserve be granted from the Minister of Conservation.
4. That because the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the establishment and lawful exercise of a drainage easement over Realm Esplanade Reserve, the Massey Community Board recommends to Council that public notification shall not be necessary pursuant to s.48(3) of the Reserves Act 1977.

Report prepared by: Maurice Hieatt, Solicitor.



15 HERALD ISLAND CAUSEWAY CULVERT

PURPOSE OF THE REPORT

The purpose of this report is to inform the Massey Community Board of a proposal to construct a culvert beneath the Herald Island causeway.

BACKGROUND

The Herald Island causeway was constructed in 1958 to provide road access to the island. Since the addition of the causeway a build-up of material either side of the roadway has occurred. This is expected due to the reduction of water velocities following construction of the causeway. Mangroves have also become established on either side of the causeway, and mangrove density adjacent to the mainland and north of the southwestern end of Herald Island also appears to have increased.

The matter of breaching the causeway with a culvert or bridge has been raised with Council from time to time. In 2002 the Herald Island Residents and Ratepayers Association wrote to Council on the matter, and more recently the Herald Island and Whenuapai Causeway Committee made a submission to the 2005/2006 Annual Plan requesting that a feasibility study be carried out to determine whether the construction of a culvert under the causeway would achieve benefits in relation to siltation and water quality. This submission was accepted and the study has now been completed.

ISSUES

An analysis of aerial photographs suggests that since the construction of the causeway in 1958, significant siltation has occurred on either side of the causeway as flows, which have historically maintained a channel, were cut off. Additionally, an increase in mangroves adjacent to the roadway has occurred. Mangroves have become established on either side of the causeway, and mangrove density adjacent to the mainland and north of the southwestern end of Herald Island also appears to have increased.

A possible solution is to install four 1.2m diameter culverts extending through the central causeway area, with scour aprons placed at either end, to reduce potential scour effects. The estimated cost of the work is \$350,000.

The purpose of the proposed causeway modifications would be to reinstate flows that historically occurred at this location, with the aim of moderating the spread on mangroves and improving flushing. The installation of a series of large culverts under the causeway would provide additional flow, but only during the upper part of the tide as the adjacent bed levels are exposed during mid tide levels.

Based on evidence viewed and assessed during the study, it is considered that the new culverts would have no appreciable effect to water quality or mangrove development apart from within the immediate vicinity of the culverts. There will also be ongoing maintenance required.

There is some evidence that the construction of the causeway has caused negative effects to the local harbour environment. The installation of the culverts would go some way to reinstating previous conditions of flow around the southwestern side of the island. This could have benefits associated with increased water movement including some reduction in the rate of mangrove encroachment. However these benefits cannot be guaranteed.

Resource Consent Issues

A coastal consent for the project will be required from the Auckland Regional Council as the proposed works are within the Mean High Water Spring (MWHS). An Auckland Regional Council representative has advised that they are likely to approve a consent for the project.

RESOURCES

No provision has been made for the construction costs of \$350,000 in the 2005/2006 Annual Plan. Due to the limited benefits of the proposal, and the fact that there are other higher priorities, it is not proposed to provide funding in the 2006 - 2016 Long Term Community Council Plan.

CONCLUSION

The construction of the Herald Island causeway in 1958 has resulted in siltation and additional mangrove growth in the vicinity of the causeway. The purpose of the proposed causeway modifications is to reinstate flows that historically occurred at this location, with the aim of moderating the spread on mangroves and improving flushing. The installation of a series of large culverts under the causeway would provide additional flow, but only during the upper part of the tide as the adjacent bed levels are exposed during mid tide levels.

Given the limited benefits and the need to address other citywide stormwater priorities, it is recommended that the proposal to install culverts under the Herald Island causeway not be pursued at this time.

RECOMMENDATIONS

1. That the Herald Island Causeway Culvert report be received.
2. That the proposal to construct culverts under the Herald Island causeway not be supported by the Massey Community Board.

Report prepared by: Richard Taylor, Assets and Network Manager.



16 LOWTHERHURST ROAD - NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

This purpose of this report is to seek the Massey Community Board's approval for a new 'No Stopping At All Times' parking control and centre line in Lowtherhurst Road, Massey.

BACKGROUND

A resident of Lowtherhurst Road, Massey has contacted Council with concerns regarding vehicles parked on the inside of the curve in the road between numbers 5 and 13 Lowtherhurst Road. The resident believes that vehicles parked in this location create a safety hazard by blocking sight lines between vehicles traveling in opposite directions. They have requested that Council consider a parking restriction on the inside of this bend.

Lowtherhurst Road is a residential cul de sac off Huruhuru Road in Massey. It is a low volume road used by an estimated 280 vehicles per day.

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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear. Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

ISSUES

When vehicles are parked on the inside of the curve in Lowtherhurst Road between numbers 7 and 13 they obstruct the sight lines of drivers travelling around the curve to traffic headed in the opposite direction and force vehicles travelling west on the south side of the road out into the middle of the road around the parked cars and potentially into the path of oncoming traffic.

Lowtherhurst Road is 7.2 metres wide kerb to kerb. A road of this width will allow two cars to pass each other where another vehicle is parked but the clearance between passing vehicles is very low and drivers will need to slow to ensure they can pass safely.

To prevent vehicles parking on the inside of this curve it is proposed to install a 'No Stopping' line on the south side of Lowtherhurst Road between the west side of the vehicle crossing of number 13 and a point 6 metres west of the vehicle crossing of number 5.

A centre line road marking is also recommended for the curve outside numbers 5, 7, 9, 11 and 13. This marking will provide a safety benefit by reminding drivers to keep left and moving traffic away from the centre of the carriageway toward the kerb line.

There are no accidents in this corner recorded in the Land Transport New Zealand accident database. None of the residents spoken to by officers in Lowtherhurst Road during the course of the investigation of this issue know of any accidents occurring in this location.

A consultation letter outlining the proposed change and the reasons for it was sent to nearby residents. Two responses were received. One response was from the owner of a property adjacent to the proposed parking restriction. This person stated that they were strongly in favour of the change. The second response was a letter signed by the occupants of 10 properties in the street objecting to the proposed change. This letter requested that speed humps be installed instead. It is Council policy not to install speed humps in cul de sacs.

The safety hazard presented by parked vehicles is low and it is not certain that an accident will occur if a parking restriction was not installed. There is however a small chance that the proposed restriction will prevent an accident from occurring and for this reason it is recommended that a parking restriction be installed.

A36

The location of the proposed new parking restriction and centre line road markings are indicated on page A36.

RESOURCES

The proposed new road marking can be implemented under the 2005/2006 Annual Plan maintenance budgets.

CONCLUSION

The proposal to install a new 'No Stopping At All Times' parking control and centre line in Lowtherhurst Road is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Lowtherhurst Road - New No Stopping Control report be received.
2. That in relation to **LOWTHERHURST ROAD, MASSEY:**
 - (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) in **LOWTHERHURST ROAD** a centre line be put in place along the centre of the sealed carriageway from a point 60 metres east along the centre of the carriageway from the intersection with **HURUHURU ROAD** to a point a further 125 metres east of the intersection with **HURUHURU ROAD**.
 - (ii) on the south kerb line of **LOWTHERHURST ROAD** starting from a point 67 metres east of the point where the south kerb line meets the east kerb line of **HURUHURU ROAD** and extending to a point a further 117 metres east a new **NO STOPPING AT ALL TIMES** 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 intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



17 **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.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Bob Jessopp Graeme Barnard
COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp

