



**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD IN  
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON TUESDAY, 31 MAY 2005, COMMENCING AT 7.00 PM.**

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**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	<b>APOLOGIES</b>	<b>1</b>
2	<b>CONFIRMATION OF MINUTES</b>	<b>1</b>
3	<b>URGENT BUSINESS</b>	<b>1</b>
4	<b>PRESENTATIONS</b>	<b>2</b>
	<b>A: PENIHANA</b>	<b>2</b>
	<b>B: AUCKLAND REGIONAL COUNCIL UPDATES</b>	<b>2</b>
	<b>C: CULTURE OF INCLUSION GROUP</b>	<b>2</b>
5	<b>PUBLIC FORUM</b>	<b>2</b>
6	<b>CHAIRPERSON'S REPORT</b>	<b>2</b>
7	<b>COMMITTEE SECRETARY'S REPORT</b>	<b>5</b>
8	<b>SWANSON ROAD, SWANSON - PARKING CONTROL</b>	<b>11</b>
9	<b>TRAM VALLEY ROAD, SWANSON - NEW CENTRE LINE</b>	<b>13</b>
10	<b>WAITAKERE ROAD, WAITAKERE - NEW NO OVERTAKING CENTRE LINE</b>	<b>14</b>
11	<b>PROPOSED FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS IN SEYMOUR ROAD, SUNNYVALE</b>	<b>16</b>
12	<b>KUMEU - KAIPARA INTEGRATED CATCHMENT MANAGEMENT PLAN COMMUNITY CONSULTATION</b>	<b>19</b>
13	<b>KEEP WAITAKERE BEAUTIFUL TRUST - 2005 COMMUNITY STREET TREE PLANTING PROGRAMME</b>	<b>21</b>
14	<b>NOTICE OF MOTION</b>	<b>24</b>
15	<b>BOARD MEMBERS' REPORTS</b>	<b>25</b>

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Tuesday, 3 May 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 3 May 2005 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 **PENIHANA**

Council's Principal Advisor: Urban Policy will give a presentation and update the Community Board on Penihana Issues.

##### B **AUCKLAND REGIONAL COUNCIL UPDATES**

Councillors Sandra Coney and Paul Walbran from the Auckland Regional Council will be in attendance to update the Board on Auckland Regional Council activities.

##### C **CULTURE OF INCLUSION GROUP**

The Culture of Inclusion Group was developed from the Waitakere City's Wellbeing Summit held in 2002. A dedicated group of stakeholders have since May 2002 met regularly to develop a charter to present to Waitakere City. The group have already developed a checklist and bookmark as a prior project to a charter. Members of the Culture of Inclusion Group will be at the meeting to present the charter information to the Board.



#### 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**

It's hard to believe we are nearly half way through the year already.

##### **Waitakere Ranges Heritage Area Bill**

I took the time off work and attended the Council meeting where the decision was made to submit this through to the House of Representatives as a local bill. I have to say I have never been involved in an issue so contentious and divisive. Communities, neighbours, and even close friends have become divided over this one issue. I hope now the 'political' decision is made we can move on and await and take part in the natural process through Parliament.

I would like to reiterate the following recommendation of the Council meeting on Tuesday, 24 May 2005 - recommendation 15:

*“That the Council thanks the Community, the Staff and the Working Party for their work in guiding the preparation of the Bill”*

876/2005

### **Watercare Services Limited - Dam Consents**

A1-A8

The Waitakere Ranges Protection Society Inc has appealed the decision made by the Auckland Regional Council granting water permits, discharge permits and land use consents for structures to Watercare Services Limited with respect to the Huia Stream, Nihotupu Stream, Kelly's Stream and Waitakere River catchments. A copy of the appeal is attached at pages A1 to A8 for your information.

### **Coroners Report and findings following the Death of Guile Vegas Jackson**

Needless to say I, along with many others, was devastated when this young boy at the age of 12 attempted to run across the North Western Motorway was struck by a van, losing his young life instantly. The Waitakere City Council have been proactive in mounting an education programme in the local schools highlighting the dangers of crossing motorways and Transit New Zealand have erected a fence to make entry onto the Motorway extremely difficult.

A9-A14

It still doesn't address the fact that there is no 'quick' access to the Westgate shopping area other than through an open drain running under the Motorway, which is a popular means of alternative crossing from one side to the other. The coroner's report is attached at pages A9 to A14 for your information.

The Coroner states in his report:

*“Having read the reports and heard the evidence I conclude that the provision of an overpass bridge, designed with user requirements as paramount considerations, will add to the community safety and amenity”*

*Dr Murray Jamieson - Coroner*

I am bringing this to the Board's attention as I feel this is a Citywide issue that needs as much support as it can get, and I have young grandchildren living in the Massey area who will grow up and want to access the Westgate shopping area one day, and no matter how often you encourage children to do the right thing they are impulsive and will often act in haste and repent at leisure.

I would like the Board's support in supporting Coroner Jamieson's recommendation and ask Council to advocate strongly to Transit New Zealand in building an overpass on the North Western Motorway in the area of the existing stormwater drain.

### **Youth Disability Disco**

What an inspiration!!

The question has been asked why have special events for disabled youth when we are all talking 'Culture of Inclusion'. It's simple, in this case, the kids themselves asked for it. Following on from the success of last years disco another was held at the Kelston Community Centre last weekend and I have never seen so much enthusiasm and pleasure on the faces of young men and women while dancing.

The arrival of Curtis Palmer of the New Zealand Wheelblacks, Gold Medal winner at the 2005 Paralympics and presenter of Attitude (a disability magazine style programme viewed on TV One on Sundays at 9.30am) caused a stir as Curtis is an obvious role model for disabled teens. Attached in my report is a photo of myself with Curtis and fellow Community Board member Sharon Davies at the event.

The Bootscootin Line Dancers demo that followed was equally received with enthusiasm and the whole event can be seen on Attitude in about 6-8 weeks (July sometime).



### **Trees for Babies**

Once again an opportunity to celebrate the 'babies' of our city and I had the pleasure of planting 2 trees for new Grandsons. The weather was suspect but I am glad Moira (Keep Waitakere Beautiful Coordinator) didn't postpone as Sunday was a shocker. The relationship between the Waitakere City Council and Keep Waitakere Beautiful is a good example of partnerships working well.

### **Waitakere Community Board Submission to the Annual Plan**

The Waitakere Community Boards submission is scheduled to be heard on Tuesday, 7 June at 7pm. I have specifically requested a time so Board members can be present and assist with the presentation in the areas they have particular interest or knowledge. Please let me know in advance if you are available to attend.

I wish the Board 'keep well' as we head into the winter months and for myself I am looking forward to the Annual Plan hearings.

### **RECOMMENDATIONS**

1. That the Chairperson's Report be received.
2. That the Waitakere Community Board supports and urges Waitakere City Council to support the recommendations of Dr Murray Jamieson (Coroner) and request Transit New Zealand treat with urgency the request for the provision of an overpass bridge, designed with user requirements as paramount considerations, be built to provide access between the east and west sides of State Highway 16 adding to the community safety and amenity."

Christine Shepherd, JP

**CHAIRPERSON**




7 **COMMITTEE SECRETARY'S REPORT**


Issue	Comments	Reporting Council Officer
<p>Elected Members' Remuneration - Remuneration Authority Determination</p>	<p>Advice has been received from the Remuneration Authority as to the funding pool available for Elected Members' remuneration for the period 1 July 2005 to 30 June 2006.</p> <p>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. Community Boards considered the matter at their March 2005 meetings and agreed to the basis for allocation of the current pool. The same basis for allocation has been used to apportion the new pool.</p> <p>The Council at its meeting, 27 April 2005 resolved that the following amounts are payable.</p> <p><i>"1. That the Elected Members' Remuneration - Remuneration Authority Determination report be received.</i></p> <p><i>2. That the Council recommend the following salaries for Elected Members to the Remuneration Authority:</i></p> <ul style="list-style-type: none"> <li>• <i>Deputy Mayor – 70,812,</i></li> <li>• <i>Chairpersons of Standing Committees (City Development, Planning and Regulatory and Finance and Operational Performance Committee) – 67,593,</i></li> <li>• <i>Committees:</i> <ul style="list-style-type: none"> <li>- <i>Chairperson of Hearings – 57,454;</i></li> <li>- <i>Chairperson of Projects Special – 57,454;</i></li> <li>- <i>Chairperson of Arts Special – 57,454;</i></li> <li>- <i>Chairperson of Emergency Services Committee - 0;</i></li> <li>- <i>Chairperson of Performance Review Committee - 0;</i></li> <li>- <i>Chairperson of Tenders Subcommittee - 0;</i></li> <li>- <i>Chairperson of Long Term Council Community Plan and Annual Plan Special Committee - 0.</i></li> </ul> </li> <li>• <i>Other Councillors - 47,804,</i></li> </ul>	<p>Ray Day ☎ 836 8000 Ext: 8328</p>




Issue	Comments	Reporting Council Officer
<p>Elected Members' Remuneration - Remuneration Authority Determination</p>	<ul style="list-style-type: none"> <li>• <i>Community Boards Chairpersons - 21,887,</i></li> <li>• <i>Community Board Members - 11,266.</i></li> </ul> <p>3. <i>The following reimbursements and expenses be recommended to the Remuneration Authority:</i></p> <ul style="list-style-type: none"> <li>• <i>That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate;</i></li> <li>• <i>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 \$45.20);</i></li> <li>• <i>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;</i></li> <li>• <i>Reimbursement of the best flat rate monthly fee available to the Council for Jet Stream 400 or its equivalent (currently \$69) (not currently available to Community Board Members).</i></li> </ul> <p>4. <i>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.</i></p> <p>5. <i>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.</i></p> <p>6. <i>That Councillors be supplied with either a personal computer at home or a lap top if necessary. Those Councillors that provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).</i></p>	

Issue	Comments	Reporting Council Officer
<p>Elected Members' Remuneration - Remuneration Authority Determination</p>	<p>7. <i>That no other telephones, fax machines or cell phones be provided to Elected Members except that the Mayor be provided with a cell phone and the Council will pay for all expenses except private calls.</i></p> <p>8. <i>That when on approved Council business all actual or related expenses be met by the Council.</i></p> <p>9. <i>That the rate for reimbursing an Elected Member for travel, using their own motor vehicle on Council business, be 0.70c per kilometre and that the Council also pay the approved rate to appointed Members. Any infringement fees eg. parking and speeding infringements are by law the responsibility of the offender.</i></p> <p>10. <i>That the Chairperson of Te Taumata Runanga be paid a salary of \$19,373.</i></p> <p>11. <i>That all appointed non-elected Members of Council Committees and Subcommittees except the Hearings Committee be paid a meeting fee of \$198."</i></p> <p style="text-align: right;">692/2005</p> <p>This proposal was discussed and favourably received at the Community Board Members informal meeting on 29 April 2005. This was attended by the majority of Community Board Members.</p> <p>Each Community Board is required to formally adopt these, as they relate to Community Board remuneration, but are free to make submissions directly to the Remuneration Authority on any matter contained in the Council proposal.</p>	

Issue	Comments	Reporting Council Officer
<p>Munroe Bridge Project 'Paremuka Bridge'</p> <p>6 May 2003</p> <p>Resolution No: 863/2003</p>	<p>The design of the Paremuka Bridge was carried out during 2001 to 2004 by Connell Wagner. The design was reviewed by GHD Limited. Fulton Hogan was awarded the contract and site construction started in September 2004. Work has progressed well with no noteworthy problems. Construction is on schedule. At the end of May 2005 the following milestones had been completed:</p> <ul style="list-style-type: none"> <li>• site clearance and establishment;</li> <li>• all piles in place;</li> <li>• abutments and central pile cap placed;</li> <li>• stream work and culvert removal complete;</li> <li>• gabions placed at central pier;</li> <li>• gabion protection and stream reinstatement complete;</li> <li>• Central pier column cast;</li> <li>• cross head beam to central pier cast;</li> <li>• bridge beams in place;</li> <li>• Munroe Road excavated to new level;</li> <li>• temporary surface provided for Munroe Road;</li> <li>• temporary ramps to properties each side of new road established;</li> <li>• water main placed on side of Munroe Road, connection established to Naturist Camp.</li> </ul> <p>The following work remains to be completed as part of the bridge construction:</p> <ul style="list-style-type: none"> <li>• roading works to both Munroe Road and Summerland Drive to be completed;</li> <li>• walls to all abutments to be completed, backfill to abutment and cast floating slab;</li> <li>• deck to bridge to be cast <i>in situ</i>;</li> <li>• parapets walls constructed;</li> <li>• surfacing to bridge to be laid;</li> <li>• footpaths, kerbing and channel to be constructed;</li> <li>• some services to be re-laid and connected across bridge;</li> <li>• guardrails installed;</li> <li>• artwork completed and connected to bridge;</li> <li>• planting and landscaping required.</li> </ul> <p>It is still expected that the bridge will be opened on time, October 2005.</p>	<p>Edwin Dearham</p> <p> 836 8000</p> <p>Ext: 8736</p>

Issue	Comments	Reporting Council Officer
<p>Waitakere River Realignment</p> <p>6 May 2003</p> <p>Resolution No: 864/2003</p>	<p>Works to realign the river are being undertaken on an ongoing basis. Parks are now investigating some hard engineering options such as the installation of gabions or rock structures. These structures, however, will be subject to Auckland Regional Council consents which could be complicated and quite expensive to obtain. Parks will continue with the physical works to realign the river while the other options are being investigated. A report will be submitted to the Waitakere Community Board in July this year outlining the results of the investigation.</p>	<p>Harish Singh ☎ 836 8000 Ext: 8953</p>
<p>Piha Stream Pedestrian Bridge</p> <p>6 May 2003</p> <p>Resolution No: 865/2003</p>	<p>The pedestrian bridge project is currently in its initial planning stages. Consultation with the Piha Residents &amp; Ratepayers Association is currently underway.</p>	<p>Harish Singh ☎ 836 8000 Ext: 8953</p>
<p>McLaren Park Community Project</p> <p>9 September 2002</p> <p>Resolution No: 2766/2002</p>	<p>The McLaren Park Community Project Inc. continues to progress well. They have recently been successful in obtaining Community Internship Funding from the Department of Internal Affairs to fund an intern for three months to work on operational policies and procedures and other projects which will be of great benefit to the project. The School Holiday Programme has been run for the first time in April at Henderson South Primary and went well with good attendance and feedback. The Young Believers Club continues to meet weekly and held a successful "car show" event on 7 May 2005. The McLaren Park Community Project Coordinator has recently applied to the Ministry of Social Development for Community Leadership Funding and to the Waitakere Licensing Trust for funding to assist the project to lease premises suitable for an office and community space. The Coordinator has also organised a Youth Leadership Training Course to be held in June this year.</p>	<p>Polly O'Brien ☎ 836 8000 Ext: 8559</p>

Issue	Comments	Reporting Council Officer
The Laingholm Beach Hall	Council completed community consultation regarding the future of Laingholm Beach Hall which showed that the community was divided as to what they wanted to happen to the Hall. The Laingholm Districts and Citizens Association advised Leisure Services that they will undertake further community consultation called 'Planning for Real' to further clarify the commitment that Laingholm residents have to using the Laingholm Beach Hall and any upgrades. The Laingholm Districts and Citizens Association were to conduct a community skills survey, and a community planning session late last year. Council are expecting the outcomes of the survey and planning session. Once received the outcomes will be reported back to the Waitakere Community Board, and a report for the future of the Laingholm Beach Hall will be submitted to the Finance and Operational Performance Committee.	Polly O'Brien  836 8000 Ext: 8559

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Piha / Karekare and Huia / Cornwallis Local Water Plan  Issue from the Environmental Management Committee	April 2005	June 2005	Tony Miguel  836 8000 Ext: 8294
Project Twin Streams - Community Board Participation  5 August 2003  Resolution No: 1620/2003	May 2005	July 2005	Tony Miguel  836 8000 Ext: 8294
Water Supply Dams Environmental Management Committee  12 August 2003  Resolution No: 1709/2003	May 2005	July 2005	Tony Miguel  836 8000 Ext: 8294

## **RECOMMENDATIONS**

1. That the Committee Secretary's Report for 31 May 2005 be received.
2. That the proposed basis for the Elected Members' Remuneration - Remuneration Authority Determination be approved.

Report prepared by: Owena Schuster, Committee Secretary.



## **8 SWANSON ROAD, SWANSON - PARKING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide information to the Waitakere Community Board regarding a request for a new 'No Stopping at All Times' parking control in Swanson Road, Swanson.

### **BACKGROUND**

A resident of Scenic Drive North has contacted Council requesting that a new 'No Stopping' line be installed near the traffic island outside numbers 683 and 685 Swanson Road. The resident has stated that vehicles park close to this island during after school periods in a position that restricts the flow of west bound traffic along Swanson Road.

The narrow clearance between the south kerb line of Swanson Road and the central traffic island means that vehicles cannot park close to the island without restricting the flow of west bound traffic on Swanson Road. On the north side of the island there is a greater clearance between the kerb and the traffic island and vehicles may park in this location without restricting traffic flow.

It is illegal to park in a location that blocks the flow of traffic regardless of the presence of a 'No Stopping' line or lack thereof, however installing a parking restriction marking can provide benefits by reminding drivers of the legal requirement not to obstruct a traffic lane.

### **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.

### **ISSUES**

During investigation of the request for a 'No Stopping' line Council staff met with a local resident who objected to installation of a new road marking in Swanson Road. This resident objected to the proposed marking on the grounds that vehicles rarely, if ever, park close to the island.

The resident checked the area close to the island for a month between 14 March and 14 April 2005 each day at 9 am and 3 pm and also on a number of other occasions and did not observe vehicles parked close to the island.

The objections include:

- The proposed marking will impede the resident's ability to trim their hedge.

The north boundary of the resident's property has a large hedge which needs to be trimmed regularly. To trim this hedge the resident would like to park a truck nearby so that he can easily remove the trimmings. The resident has explained that the methodology when trimming the hedge is to park a truck partially on the berm and partially on the carriageway, in such a way that he does not obstruct the flow of traffic in Swanson Road. The resident feels that the parking restriction would impede his ability to trim his hedge by making it illegal for them to park his truck near the island.

The proposed restriction would not change the locations in which it is legal for a truck to park in Swanson Road. The resident's current practice of parking partially on the berm is prohibited by a bylaw. Parking entirely on the sealed surface of the road in the location proposed to be marked by the parking restriction would be illegal as it would cause an obstruction to traffic flow in Swanson Road.

On street parking demand, except during before and after school periods, in this part of Swanson Road is very low and the proposed marking is unlikely to affect this. Vehicles belonging to persons visiting Swanson Primary School or the residential properties on the north side of the road are much more likely to park on the north side of the road, given the choice.

- The proposed road markings will be ugly and destroy the rural effect of roading in Swanson.

Officers do not agree with this assertion. The installation of kerb and channel, footpaths, a flush median, parking bays, pedestrian islands and high quality street lighting have already changed the rural effect of the roading in Swanson Road close to the proposed island.

- The proposed road markings do not justify spending Council's financial resources

Financial implications are minimal. Installing the proposed markings would cost \$18. The markings would have to be remarked annually at a cost of \$5.60 per annum, although in the case of parking markings if the markings are still in good condition at the time of the scheduled annual remark the remark will be deferred a year. The proposed markings could be accommodated within the current \$420,000 annual road marking maintenance budget, but is not recommended at this stage.

A consultation letter regarding a possible 'No Stopping' line on the south kerb line of Swanson Road close to the island was sent to other nearby properties outside numbers 683 and 685 Swanson Road. No replies were received.

The objections raised to the 'No Stopping At All Times' control appear to be based on illegal practice or lacking in foundation in the view of staff. However, it appears that there are insufficient parking and traffic flow issues at this location to warrant the imposition of 'No Stopping' controls, so further action by the Board is not recommended. In the final analysis it is the Board's decision as to whether a control is required or whether it wishes to commission further work to ascertain whether there is a problem. If the Board was to do this, it should be noted that this would be another job competing for limited resources in the Transport Assets area.

## RESOURCES

As this report does not recommend any changes, no resources are required.

## CONCLUSION

The month long survey of parking patterns around the traffic island outside 683 and 685 Swanson Road conducted by the resident who objects to the proposed marking shows that vehicles rarely if ever park too close to the island.

Given the strong objection of a nearby resident to the proposed 'No Stopping' line and that if there is no parking demand near the island, it is sufficient to rely on existing traffic rules prohibiting drivers from obstructing a traffic lane. Therefore, a new parking control close to the island 683 and 685 Swanson Road is not recommended.

## RECOMMENDATION

That the Swanson Road, Swanson - Parking Control report be received.

Report prepared by: Paul Schischka, Transport Engineer.



## 9 TRAM VALLEY ROAD, SWANSON - NEW CENTRE LINE

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval for a new centre line in Tram Valley Road, Swanson.

### BACKGROUND

A resident of Tram Valley Road has requested that Council install a centre line in Tram Valley Road to help remind drivers to stay of the left hand side of the road when travelling around the curves in the road.

### 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.

Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

### ISSUES

Tram Valley Road is a 1.75 kilometres long road providing access to approximately 60 farms, lifestyle blocks and residential properties in rural Swanson. The road is classified as a local road in the District Plan and has a 100km/hr speed limit. The estimated daily traffic in the road is less than 200 vehicles per day.

The resident who requested a centre line in this road has stated that a head on collision occurred in the road several years ago on the curve outside number 28 Tram Valley Road. There is no record of any crashes in this road in the Land Transport New Zealand crash database in the last five years. However, not all crashes are recorded in this database, only those that are attended by the police.

A centre line in this road will provide safety benefits by indicating to drivers to stay on the left hand side of the carriageway when traversing the curves in the road. Centre lines have also been shown to have a traffic claming effect as by narrowing the lane width average vehicle speeds are reduced.

It is proposed to install a centre line around the series of sharp bends in the road approximately 800 metres from the intersection with Christian Road. The road is insufficiently wide southwest of this point to permit the installation of a centre line.

A15

The location and extent of the proposed centre line is indicated on the map attached at page A15.

### **RESOURCES**

The proposed new centre line can be implemented under the 2004/2005 Annual Plan maintenance budgets.

### **CONCLUSION**

The proposed new centre line in Tram Valley Road is recommended for improved road user safety.

### **RECOMMENDATIONS**

1. That the Tram Valley Road, Swanson - New Centre Line report be received.
2. That in relation to **TRAM VALLEY ROAD, SWANSON:**
  - (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 **TRAM VALLEY ROAD SWANSON** a **centre line** be put in place along the centre of the sealed carriageway from a point 810 metres southwest along the centre of the carriageway from the intersection with **CHRISTIAN ROAD, SWANSON** to a point a further 420 metres southwest of the intersection with **CHRISTIAN ROAD, SWANSON.**
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said centre line.

Report prepared by: Paul Schischka, Transport Engineer.



## **10 WAITAKERE ROAD, WAITAKERE - NEW NO OVERTAKING CENTRE LINE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Waitakere Community Board's approval for a new no overtaking centre line in Waitakere Road, Waitakere.

## BACKGROUND

A resident of Waitakere Road has requested that Council install a no overtaking centre line in Waitakere Road on the hill known as Tunnel Hill to help remind drivers of their obligation not to overtake in unsafe locations.

## 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 overtaking centre lines can provide a road safety benefit by reminding drivers of their obligation not to overtake in locations where they would have less than a hundred metres of forward visibility to oncoming traffic at the end of the overtaking manoeuvre.

## ISSUES

Waitakere Road is a rural arterial road linking Waitakere township and Swanson. The majority of the road has 80km/hr speed limit and it is used by around 2, 500 vehicles per day.

The resident who requested the new centreline was specifically concerned by the behaviour of drivers in the vicinity of a hill located approximately 1.3 kilometres northwest of the intersection with Swanson Road known as Tunnel Hill. The Land Transport New Zealand Accident Database lists 2 accidents in the last five years on Tunnel Hill. One accident involved the driver of a car losing control on the bend in the road at the top of the hill and striking a bank. This was a non-injury accident.

The other accident involved a car crossing the centreline at the top of the hill and colliding with a car travelling in the opposite direction. Two persons were injured in this accident, one seriously. A no overtaking centre line will be of some benefit in preventing this type of accident by reinforcing the requirement not to cut across the centreline on bends.

It should be noted that the accident database does not contain a complete record of all accidents that occur, only accidents attended by the police are recorded.

It is proposed to install a new centre line prohibiting west bound traffic from overtaking from a point adjacent to the property boundary of numbers 31 and 29 Waitakere Road to a point 350 metres further east. It is also proposed to install a new centre line prohibiting east bound traffic from overtaking from a point 250 metres west of the property boundary of numbers 31 and 29 Waitakere Road to a point 110 metres east of the property boundary of numbers 31 and 29 Waitakere Road.

Markings providing advance warning of the no overtaking centre line will also be installed.

A16

The location and extent of the proposed no overtaking centre line is indicated on the map attached at page A16.

## RESOURCES

The proposed new centre line can be implemented under the 2004/2005 Annual Plan maintenance budgets.

## CONCLUSION

The proposed new no overtaking centre line in Waitakere Road is recommended for improved road user safety.

## RECOMMENDATIONS

1. That the Waitakere Road, Waitakere - New Centre Line report be received.
2. That in relation to **WAITAKERE ROAD, WAITAKERE:**
  - (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 **WAITAKERE ROAD, WAITAKERE** from a point adjacent to the property boundary of numbers 31 and 29 Waitakere Road to a point 350 metres further east along the centre of the sealed carriageway a new **NO OVERTAKING CENTRE LINE PROHIBITING WEST BOUND TRAFFIC FROM OVERTAKING** be put in place.
    - (ii) in **WAITAKERE ROAD, WAITAKERE** from a point 250 metres west of the property boundary of numbers 31 and 29 Waitakere Road to a point 110 metres east of the property boundary of numbers 31 and 29 Waitakere Road along the centre of the sealed carriageway a new **NO OVERTAKING CENTRE LINE PROHIBITING EAST BOUND TRAFFIC FROM OVERTAKING** be put in place.
    - (iii) in **WAITAKERE ROAD, WAITAKERE** a **NO OVERTAKING ADVANCE WARNING LINE** 100 metres in length be put in place in advance of these new **NO OVERTAKING CENTRE LINES**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said centre line.

Report prepared by: Paul Schischka, Transport Engineer.



## 11 PROPOSED FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS IN SEYMOUR ROAD, SUNNYVALE

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Waitakere Community Board's approval to install a flush median and associated 'No Stopping At All Times' controls in Seymour Road, Sunnyvale.

### **BACKGROUND**

Council officers have identified a high number of crashes in Seymour Road for the 5 years from 2000 to 2004. The types of crashes occurring would be reduced by installing a flush median.

A flush median is a painted central traffic line with painted diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties and to safely separate opposing traffic. Flush medians have a traffic calming effect by reducing carriageway widths. Flush medians include occasional physical (raised) traffic islands to discourage misuse of the median and assist pedestrians to cross the roadway.

## 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.

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

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear, and can be applied where there are centre traffic islands.

## ISSUES

Seymour Road is a district arterial route with a traffic volume of approximately 8,000 vehicles a day. A search of the Land Transport Safety Authority database reveals a total of 16 reported crashes in Seymour Road between Parrs Cross Road and Benita Place for the 5 years from 2000 to 2004. Of the 16 crashes, there were 2 'pedestrians crossing road' and 4 'lost control' crashes and these resulted in 5 minor injuries. The other crashes are non-injury crashes, these mostly involved traffic turning to and from Seymour Road.

A17-A18

Seymour Road currently has a flush median between Sunnyside Road and Benita Place. It is proposed to install a new flush median in the remaining length of Seymour Road (approximately 780 metres) between Benita Place and Parrs Cross Road. A raised island within the flush median is proposed at 115 Seymour Road (adjacent to Parrs Park) to assist pedestrians to cross the road safely and discourage overtaking on the median. 'No Stopping At All Times' controls are recommended on both sides of the raised island to ensure clearance for through traffic. A plan showing the extent of the proposed flush median and 'No Stopping At All Times' controls is attached at pages A17 to A18.

The project is predicted to have benefits to the community through a reduction in the number and severity of crashes on the route. Land Transport New Zealand's Project Evaluation Manual states that the installation of new flush medians in urban areas reduces the number of accidents by 25% on average. In this case, it represents \$20,000 per year in road safety benefits for Seymour Road between Parrs Cross Road and Benita Place. The benefits relate to the wider community such as damage to properties, insurance costs and medical costs.

The owners of the properties whose frontages are affected by the proposed raised island and no stopping controls have been consulted in writing and no objections have been received.

## RESOURCES

The Seymour Road Flush Median project is estimated to cost \$24,000 and has been provided for in the 2004/2005 Annual Plan. It will be funded from the subsidised Minor Safety Projects budget. The flush median will be installed under the existing Road Marking Maintenance contract and the raised island will be constructed under the Minor Safety contract.

## CONCLUSION

The Seymour Road Flush Median has been recommended for construction based on community benefits from crash reductions and to calm traffic on this arterial route. Funding is allocated for this project in the 2004/2005 Annual Plan. Associated 'No Stopping' controls are recommended to further facilitate efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## RECOMMENDATIONS

1. That the Proposed Flush Median and Related Parking Restrictions in Seymour Road, Sunnyvale report be received.
2. That in relation to **SEYMOUR ROAD, SUNNYVALE**:
  - (a) That all existing parking restrictions or limitations currently applicable to **SEYMOUR ROAD, SUNNYVALE** 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 centre of the carriageway in **SEYMOUR ROAD, SUNNYVALE** from a start point of 50 metres from the centre line of **PARRS CROSS ROAD, ORATIA** to an end point of 40 metres north of **BENITA PLACE, SUNNYVALE** a '**FLUSH MEDIAN**' be put in place including a raised traffic island in the vicinity of number **115 SEYMOUR ROAD, SUNNYVALE**.
    - (ii) On the east kerb line of **SEYMOUR ROAD, SUNNYVALE**, from a start point of 15 metres south of the centre line of **BORICH ROAD, SUNNYVALE** to an end point 30 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
    - (iii) On the west kerb line of **SEYMOUR ROAD, SUNNYVALE** from a start point of 15 metres south of the centre line of **BORICH ROAD, SUNNYVALE** to an end point 30 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Vinh Bui - Senior Transport Engineer, Transport Assets.



12 **KUMEU - KAIPARA INTEGRATED CATCHMENT MANAGEMENT PLAN COMMUNITY CONSULTATION**

**PURPOSE OF THE REPORT**

The purpose of this report is to update the Waitakere Community Board on the Kumeu-Kaipara Integrated Catchment Management Plan and community consultation process.

**BACKGROUND**

The proposed Auckland Regional Plan: Air Land and Water (ALW Plan) establishes an expectation that Territorial Authorities (TAs) will prepare Integrated Catchment Management Plans (ICMPs).

The purpose of an Integrated Catchment Management Plan is to undertake a review of the resource management values and issues that apply to the catchment, and identify objectives for future stormwater management. In addition, to the Air Land and Water Plan, the objectives of the catchment study must take into account other local and regional policies, such as the Auckland Regional Policy Statement (ARC 1999a) and relevant planning documents.

Rodney District Council are project managing and preparing the Kumeu-Kaipara Integrated Catchment Management Plan as the contributing catchment area is 95% within the Rodney District Council area. Waitakere City Council's involvement includes a 5 % financial contribution based on contributing catchment area.

This Integrated Catchment Management Plan will form the basis of a comprehensive stormwater discharge consent application, and is consistent with requirements of the Auckland Regional Council.

**STRATEGIC CONTEXT**

The Council's *Three Waters* platform has the objective of establishing Waitakere as a centre of innovative water management. One of the success measures is that sustainable management solutions for stormwater, water and wastewater are achieved and the services are efficient, reliable and of high quality, whilst minimising impacts on the environment over the long term.

The Council is committed to managing stormwater in ways which will:

- alleviate damage to property caused by flooding;
- protect public and aquatic health;
- enhance environmental values; and
- use financial resources wisely.

**ISSUES**

*A19-A20* An overview of the issues to be addressed in the Kumeu-Kaipara Catchment Management Plan are summarised in a report attached at pages A19 to A20.

*A21-A22* Plans showing the total catchment area and the detail of the portion within Waitakere City are also attached at pages A21 to A22. Properties affected by flooding in this catchment are the low lying areas in the Anzac Valley Road and Waitakere Township areas.

Part of the Integrated Catchment Management Plans process is to consult with the community on the issues and impacts which arise from the planning work.

Future development in the catchment area will increase the risk of flooding both within Waitakere City and downstream in the Rodney District area, and various development options will be considered as part of the planning process.

In order to enable the Waitakere township community to fully understand the issues raised in this Integrated Catchment Management Plans it is proposed that joint Rodney District Council and Waitakere City Council public consultation meetings be held sometime between June and November 2005. Community Board members will be advised of meeting dates when these are confirmed. As the Kumeu-Kaipara catchment is predominantly in the Rodney District Council area and they are project managing the catchment management planning process, it is proposed that Rodney District Council coordinate these meetings.

## **RESOURCES**

Provision has been made in the Long Term Council Community Plan for the preparation of Integrated Catchment Management Plans. In addition, part of the costs incurred will be reimbursed by the Auckland Regional Council through the funds they received from the former Infrastructure Auckland. The funding allocation covers the cost of various models required and specialist technical input to the assessment.

The resource implications, arising from the Integrated Catchment Plans will be reported to Council through the 2006/2016 Long Term Council Community Plan process.

## **CONCLUSION**

The Proposed Auckland Regional Plan: Air Land and Water establishes an expectation that territorial authorities will prepare Integrated Catchment Management Plans for stormwater catchments. The draft Integrated Catchment Management Plan provides a series of tactical action plans and management options to address stormwater issues in the catchment.

By having public consultation meetings, the community has an opportunity to comment on the options for future stormwater management. It is proposed that joint Rodney District Council and Waitakere City Council public consultation meetings be held sometime between June and November 2005. Community Board Members will be advised of meeting dates when these are confirmed. As the Kumeu-Kaipara catchment is predominantly in the Rodney District Council area and they are project managing the catchment management planning process, it is proposed that Rodney District Council coordinate these meetings.

## **RECOMMENDATIONS**

1. That the Kumeu - Kaipara Integrated Catchment Management Plan Community Consultation report be received.
2. That the Waitakere Community Board provide advice as to any specific issues it wishes to have considered as part of this process.

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



13 **KEEP WAITAKERE BEAUTIFUL TRUST - 2005 COMMUNITY STREET TREE PLANTING PROGRAMME**

**PURPOSE OF THE REPORT**

The purpose of this report is to update the Waitakere Community Board on streets nominated by residents, and recommended for planting, as part of the Keep Waitakere Beautiful Trust's 2005 Community Street Tree Planting Programme.

**BACKGROUND**

Keep Waitakere Beautiful Trust is a community based, environmental trust funded by Waitakere City Council. Keep Waitakere Beautiful Trust has been working in partnership with Council since 1993 and for the past 12 years, the Community Street Tree Planting Programme has been a successful core programme of Keep Waitakere Beautiful Trust.

Keep Waitakere Beautiful Trust delivers a wide variety of environmental projects as part of its annual calendar of events including Trees for Babies, Operation Spring Clean and Clean Stream Waitakere.

**STRATEGIC CONTEXT**

The Community Street Tree Planting Programme is an important component in implementing Council's Green Network and Active Democracy goals by involving the community in creating and improving their neighbourhoods. The planning of this annual programme takes into account requests from residents received throughout the year, recommendations from the Council Arborist, and budget constraints.

The Community Street Tree Planting Programme aims to:

- Engage the local community by encouraging residents to nominate their street for planting;
- Involve the local community in planning, executing and maintaining street tree plantings;
- Provide a forum for community building and making a difference;
- Provide a forum for promoting Waitakere City Council partnerships.

**ISSUES**

The programme aims to plant 100 trees in each of the four Wards but this has varied over the years depending on the number of suitable streets nominated from each Ward.

Promotion of the 2005 Community Street Tree Planting Programme began in November 2004 through an article in the Keep Waitakere Beautiful Trust Summer Newsletter, which was mailed to over 1000 Keep Waitakere Beautiful Trust volunteers (including schools) and distributed through libraries, Community Centres and Citizens Advice Bureaux. Nominations were called for in an article featured in the Western Leader in December 2004 and a second article calling for nominations appeared in the Western Leader in January 2005. Keep Waitakere Beautiful Trust also sought guidance from the Community Board representative on the Keep Waitakere Beautiful Trust Board on streets that would be suitable for planting in their local community.

As in previous years, the resident nominating a street becomes the Street Co-ordinator and works alongside Keep Waitakere Beautiful Trust to advertise and encourage resident participation on the day and to monitor tree health following the planting.

## NOMINATIONS FOR 2005

Keep Waitakere Beautiful Trust received 24 nominations from residents for the 2005 Community Street Tree Planting Programme.

Keep Waitakere Beautiful Trust visited each street nominated and the suitability of the street was assessed against criteria prescribed by Waitakere City Council. The criteria states:

- Interest from residents must be high and a street co-ordinator is available to deliver flyers and generate interest and attendance;
- Road berm must be equal to or more than 1.5 metres wide;
- There must be plenty of room for tree growth, both vertically and horizontally;
- Water-logged ground inhibits growth so is unsuitable;
- Road visibility, including driveways, must not be reduced by too many or bushy trees;
- Planned roading development in the near future prohibits tree planting;
- Overhead services (powerlines) make planting unsuitable;
- Underground services may make planting unsuitable;
- Existing trees preclude further tree planting unless the current trees are hazardous and need to be removed.

The Keep Waitakere Beautiful Trust Community Street Tree Planting Programme is targeted at neighbourhood streets rather than arterial routes. Nominations from residents living on arterial routes are referred to the Waitakere City Council Arborist.

The streets nominated for 2005 are listed below along with notes regarding the suitability of the streets:

Ward	Street	Notes
Waitakere	Claret Place	Not suitable - Nominator only wanted one tree. Referred to WCC
	Laingholm Drive	Not suitable - Arterial Route
	Burnham Road	Not suitable - Powerlines and swales present.

As none of the streets nominated in the Waitakere Ward were suitable for planting, Keep Waitakere Beautiful Trust will be working with the local community to deliver its 'Business Pride Campaign', which will include street tree planting, in the Waitakere Ward in July 2005. An update on this project will be provided to the Waitakere Community Board at the July meeting.

The 2005 Keep Waitakere Beautiful Trust Community Street Tree Planting Programme will be carried out during the months of June and July 2005, when there is optimum rain to maximise survival rates of the trees.

## RESOURCES

The funds for this project have been provided for in Council's grant to Keep Waitakere Beautiful Trust for 2004/2005 and Keep Waitakere Beautiful Trust is working with a landscape contractor who will provide trees, equipment, guidance and technical assistance at each planting event.

Each planting begins with a welcome from representatives of Keep Waitakere Beautiful Trust and the Community Board; a planting demonstration follows and the planting day concludes with a community BBQ organised by residents and Keep Waitakere Beautiful Trust.

## CONCLUSION

Keep Waitakere Beautiful Trust will be delivering its annual Community Street Tree Planting Programme for the 12th consecutive year in June and July 2005. Nominations have been received from residents and the streets have been assessed against criteria prescribed by Waitakere City Council. As none of the streets nominated in the Waitakere Ward were suitable for planting, Keep Waitakere Beautiful Trust will be working with the local community to deliver its 'Business Pride Campaign', which will include street tree planting, in the Waitakere Ward in July 2005.

Community Board members are welcome and encouraged to attend the plantings in their Ward.

## RECOMMENDATIONS

1. That the Keep Waitakere Beautiful Trust Community Street Tree Planting Programme report be received.
2. That Keep Waitakere Beautiful Trust work with the local community to deliver its 'Business Pride Campaign' in the Waitakere Ward in July 2005.

Report prepared by Jacki Byrd: Parks and Community Projects Coordinator.



14 **NOTICE OF MOTION**

Notices of motion shall be in writing by the mover, stating the meeting at which it is proposed that the notice of motion be considered, and shall be delivered to the Chief Executive Officer at least five clear days before such meeting.

**MR RE TAYLOR**

The following notice of motion has been received from Community Board Member Rob Taylor in accordance with Standing Order 28.1:

From: Taylored Systems Ltd <rob@taylored.co.nz>  
Subject: **Amended motions re consultation on plans to urbanise Swanson / Pehihana**  
Date: 20 May 2005 12:03:28 PM  
To: Owena Schuster <Owena.Schuster@waitakere.govt.nz>  
Cc: WCB



Dear Colleagues,

I wish to have the following (amended) Notices of Motion included in the agenda for our next meeting:

1. That the WCB request a briefing from Council planners on the history and rationale of proposed plan change 16 (PPC 16), and its likely effect on Swanson, the Pehihana land and the Metropolitan Urban Limit.
2. That the WCB notes the following:
  - a. Written assurances given to the Swanson community by Councillors Hulse and Stone in September 2004 that "there are NO plans for a major subdivision of the Pehihana area".
  - b. The decision by the ARC to remove Pehihana from the schedule of future development areas in the Regional Policy Statement.
  - c. The sense of the following resolutions reported from a public meeting of 250 Swanson residents at the culmination of the earlier Pehihana mediation:
    - "1.1 The proposals from Neil Homes do not reflect the wishes of the community that the Swanson area be developed in such a manner as to preserve and protect the natural rural character of the Waitakere foothills.
    - 1.2 That there be no shift of the Metropolitan Urban Limit (MUL) boundary in Swanson.
    - 1.3 That the minimum site size be in the range of 5,000 - 8,000 square metres."
  - d. That the last meeting of the Swanson R&R resolved to oppose PPC 16.
3. In the light of the above, and given that the ARC will not commence hearings on PPC 16 for 6 -12 months, that the WCB request that Council carry out a full public consultation with the Swanson community on the rationale and implications of PPC 16, with a view to amending or withdrawing it.

Regards,

Rob Taylor

WCB



**15 BOARD MEMBERS' REPORTS**

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

**WAITAKERE COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Christine Shepherd Diane Goodley
Auckland Regional and Far North Community Board Zone 1: Deputy Representative	Christine Shepherd
Glen Eden Citizen Advice Bureau	Diane Goodley
Keep Waitakere Beautiful	Christine Shepherd
Huia/Cornwallis Local Water Agenda Steering Group	Robin Taylor Diane Goodley
McLaren Park Community Project Steering Group	Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah Robin Taylor
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Monique Davis
Council/Police Liaison Group	Kubi Witten-Hannah
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Monique Davis Diane Goodley
Hearings Committee	Robin Taylor Kubi Witten-Hannah
Kay Road Balefill Site Management Committee	Sharon Davies

