

**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON TUESDAY, 7 MARCH 2006, COMMENCING AT 7.00 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Tuesday, 7 February 2006

RECOMMENDATION

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 7 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 **PRESENTATION**

VEHICLE CRIME ACTION GROUP UPDATE

Vehicle Crime Action Group has now initiated numerous activities across the city that are intended to tackle to the problem of vehicle crime. At the meeting a short presentation will be made by Mark Maxlow (Crime Prevention Project Leader - Safe Waitakere) providing an overview of the initiatives and action currently being completed.



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**

Congratulations ☺

On the evening of the Infratil Community Awards I saw several people rewarded and acknowledgment given for their fantastic passion and dedication within their chosen field. I felt very proud when 2 out of the 4 recipients were from within the Waitakere Ward.

These were Vic & Audrey White for the Roundabout Newsletter put to Laingholm and its surrounding communities. Vic & Audrey were rewarded by being selected from a large number of entries as the winners of the Inaugural Waitakere City Infratil Arts and Culture Award. The other being the United North Piha Lifeguards who won the Sports & Leisure Award. Life guards save hundreds of lives every year often putting their own in very grave danger.

Other winners are below with Keep Waitakere Beautiful being awarded the overall winner. Being a Trustee of Keep Waitakere Beautiful I was able to be equally proud of them too.

- Heritage and Environment – Keep Waitakere Beautiful;
- Health and Wellbeing – Drug Arm Auckland. Drug Arm is an inter-denominational Christian organisation dedicated to helping people deal with the issues of alcohol, drug abuse and addiction. The acronym ARM stands for Awareness Relief Movement;
- Education and Child Youth Development – Big Buddy Trust. Henderson based Big Buddy provides a mentoring and support service for young boys and teenagers without male role models.

“Waitakere City has produced an outstanding number of entrants of a high standard. Clearly the volunteering spirit is alive and well in Waitakere City, and this is a reminder of the thousands of volunteer hours given to community organisations each year. Many organisations would not survive without their volunteers,” said Lloyd Morrison, Managing Director of Infratil when presenting the Awards.

“Waitakere City has some extraordinary volunteers - people who devote hundreds of their leisure hours each year to help others in their community. These awards are just a small token of the City’s appreciation of their work,” he said Mayor Bob. *“It’s our way of saying thankyou to the ordinary people who keep our communities ticking day in and day out.”* I couldn’t have said it any better.

My Thoughts on the Waitakere Ward Boundary Review

I have three priorities that I consider are the key points.

1. Option 1 is not a consideration for the Waitakere Ward.
2. That the Waitakere Ward be retained as a separate ward and look at the best ways of retaining the proposed Heritage area within its boundaries.
3. That we retain 3 Councillors - this equates to 21.42 % of the voting power, this gives our 3 Councillors collective opportunity to convince a further 5 of the other Councillors to vote the same and accomplish success.

I feel there are some combinations that haven't been looked at and considered as to where the actual boundary lines are drawn. I am still not convinced we have been presented with the best option for the Waitakere Ward yet.

I will be looking at whatever it takes to retain three Councillors for a variety of reasons. The unique Heritage Bill area would be my No1 priority, but we also have to continue to consider integral and often mundane issues like wastewater, communication, visitor & recreation management, footpaths, etc. We need to look outside the square and at the bigger picture.

For the last 4 years I have sat through the annual plan process and fought alongside my Ward Councillors (as Chair you will be aware I have speaking rights, which I took full advantage of on many occasions, but no vote). Projects in the Waitakere Ward generally favour a large budget. Waitakere Ward projects are therefore often slipped out of the Annual Budget to save the ratepayers 'a couple of dollars'. We currently have 3 voices, 3 votes and unfortunately are often defeated in efforts to retain projects in the budget.

The Huia Seawall is a prime example - Community Board Submission item 2005. Even though funding was allocated in the 2003/2004 Annual Plan this work was not carried out. The Board has been advised by Transport Assets there are no funds available in this current financial year, the funds were removed from the budget due to the Huia Seawall repairs being considered a low priority. The Board would ask that as there has been no allowance provided for in 2005/2006 Annual Plan budget round that the Seawall repairs be re-evaluated and considered a very high priority.

Were we to reduce to two Councillors as proposed in option 2 and were to have one Councillor away from the meeting performing other Council duties or on holiday/sick leave that would leave us a total of ONE vote. That's just 7.14%. What pressure to put on ONE Councillor to convince a further 6 to vote with them? This is not necessarily insurmountable especially as the Waitakere Ward has a strong community support base, but it's scary!!!!

I attended 3 of the 4 community information meetings held in March (unfortunately I was away overseas for the New Lynn meeting) and was extremely disappointed in the turn out of residents for the Massey & Henderson meetings. I don't think any of the elected members present could have gained a very good indication of what residents are thinking in these wards.

I would like to encourage all Board members to go into the areas under discussion for a change of boundary and do a private poll.

Just one example is: I am not comfortable with Parrs Park and the Hoani Waititi Marae being redistributed to another ward. Several people have already told me they are also not happy about this.

RECOMMENDATIONS




1. That the Chairperson's Report be received.
2. That the Board make a submission to the informal process of Council on the Ward Boundary Review 2006.



Christine Shepherd, JP
CHAIRPERSON




7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
<p>Appointment of an Alternate Representative to the McLaren Park Community Project Steering Group</p> <p>6 December 2006</p>	<p>Following discussions at the Waitakere Community Board meeting held on 6 December 2005, it is requested that the Waitakere Community Board appoint an alternate representative to attend any meetings of the McLaren Park Community Project Steering Group that the representative is unable to attend.</p>	<p>Owena Schuster ☎ 836 8000 Ext 8864</p>
<p>Candia Road, Swanson – New No Overtaking Control</p> <p>7 February 2006</p> <p>Resolution No. 39/2006</p>	<p>The Waitakere Community Board at its meeting held on Tuesday, 7 February 2006 considered and approved new no overtaking controls in Candia Road, Swanson. The new overtaking controls are scheduled to be installed by the second week of March 2006.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>Waterstone Way, Western Heights – New Give Way Control</p> <p>7 February 2006</p> <p>Resolution No. 40/2006</p>	<p>The Waitakere Community Board at its meeting held on Tuesday, 7 February 2006 considered and approved new give way controls in Waterstone Way, Western Heights. The new overtaking controls are scheduled to be installed by the second week of March 2006.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>McLaren Park Community Project</p>	<p>A report updating on the McLaren Park Community Project will be submitted to the March 2006 City Development Committee for consideration. A copy of the report will be forwarded to Members, for information, after the City Development meeting has occurred.</p>	<p>Kimberly Rees ☎ 836 8000 Ext 8559</p>
<p>West Coast Road, Oratia Safety Improvements</p> <p>7 February 2006</p> <p>Resolution No. 44/2006</p>	<p>The Waitakere Community Board at its meeting held on Tuesday, 7 February 2006 considered and approved safety improvements on West Coast Road, Oratia. Due to the quantity of work involved it will be included in a contract, shortly to go out to tender, with the likely implementation date being in April 2006.</p>	<p>Adam Moller ☎ 836 8000 Ext 8742</p>

Issue	Comments	Reporting Council Officer
<p>Gorse Management For Piha Road, Piha</p> <p>31 August 2004</p> <p>Resolution No. 1619/2004</p>	<p>The Piha Road Gorse Management Contract public tender closed on Tuesday, 22 November 2005. The tender evaluation phase is currently being undertaken. The proposed timeframe is to undertake the control of gorse using cut and stump treatment (no spraying) methods from February to March 2006. Re-vegetation of relevant sites is programmed for April 2006, subject to weather conditions.</p>	<p>Debbie Chapman</p> <p> 836 8000 Ext 8303</p>
<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. Council staff 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. Funds have been allocated through the draft 2006/2007 Annual Plan to undertake the design work and to obtain consents. Further funds have been included in the 2007/2008 financial year for the necessary physical works to be implemented. In the meantime Council staff will continue with the physical works to realign the river.</p>	<p>Grant Jennings</p> <p> 836 8000 Ext 8537</p>
<p>Piha Stream Pedestrian Bridge</p> <p>6 May 2003</p> <p>Resolution No. 865/2003</p>	<p>Initial investigative works to determine the parameters required to design the bridge are now complete. Consultation with the community will be undertaken in March and April 2006 to determine the finer details of the structure.</p>	<p>Grant Jennings</p> <p> 836 8000 Ext 8537</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Community Hall Review</p>	<p>12 September 2005</p> <p>Resolution No. 1737/2005</p>	<p>May 2006</p>	<p>Kimberly Rees</p> <p> 836 8000 Ext 8559</p>
<p>Project Twin Streams - Four Monthly Progress Report</p>	<p>2 August 2005</p> <p>Resolution No. 1468/2005</p> <p>Last updated 6 December 2005</p>	<p>April 2006</p>	<p>Tony Miguel</p> <p> 836 8000 Ext 8294</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Piha / Karekare and Huia / Cornwallis Local Water Plans	September 2004 Environmental Management Committee	April 2006	Tony Miguel  836 8000 Ext 8294

RECOMMENDATIONS

1. That the Committee Secretary's Report for 7 March 2006 be received.
2. That the Waitakere Community Board appoint an alternate representative to attend any meetings of the McLaren Park Community Project Steering Group that the representative is unable to attend.

Report prepared by: Owena Schuster, 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 Waitakere 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 Waitakere 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. Waitakere Community Board resolved at their meeting of 1 November 2005 as follows:

"That the Waitakere Community Board strongly endorses the inclusion of an enhanced status quo option which retains the current configuration of the Waitakere Ward but has minor boundary adjustments to ensure compliance with the +/- 10% rule and that this option be included in the options that are taken out for preliminary public consultation prior to Council making its initial decision on the option to take out for formal consultation."

"That once the Council has made its decision relating to the basis for the 2007 Election the decision be referred back to the Waitakere Community Board to enable the Board to make a submission."

2151/2005

The Henderson Community Board resolved on 3 November 2005 to support Option Two. Massey Community Board gave its support to Option One on 2 November 2005. The New Lynn Community Board resolved on 31 October 2005 to support Option One.

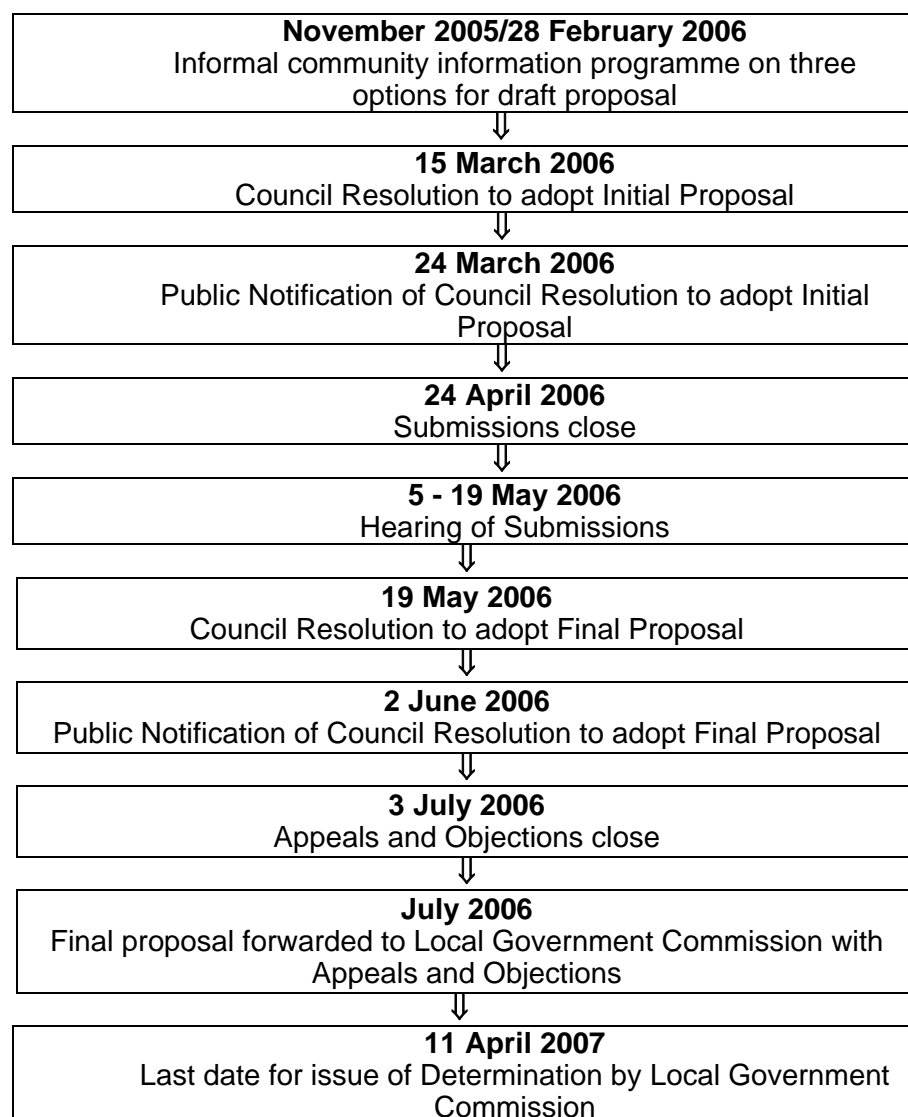
On 7 November 2005 the Finance and Operational Performance Committee resolved:

"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 Waitakere Community Board reconsiders resolution 2150/2005 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 Waitakere 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-A9

A copy of the advice from the Remuneration Authority is attached at pages A1 to A9.

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

A10-A11

Attached at pages A10 to A11 is a spreadsheet of Elected Members Remuneration that allocates the new pool on the basis of a straight forward percentage increase over the salaries currently applicable.

On 22 February 2006, Council resolved:

- “1. That the Elected Members Remuneration - Remuneration Authority Determination 2006/2007 report be received.
2. That the Council recommends new salaries for Elected Members as follows:
 - Deputy Mayor - \$73,087;
 - Chairs of Standing Committees:
 - City Development Committee, Planning and Regulatory Committee, and Finance and Operational Performance Committee - \$69,765;
 - Committees:
 - Chair of Hearings Committee - \$59,300; Chair of Projects Special Committee - \$59,300; Chair of Arts, Events and Culture Special Committee - \$59,300;

- *Chair of Emergency Services Committee - 0, Chair of Performance Review Committee - 0, Chair of Tenders Subcommittee - 0, Chair of Long Term Council Community Plan and Annual Plan Special Committee - 0.*
 - *Other Councillors \$48,012;*
 - *Community Board Chairs - \$22,591;*
 - *Community Board Members - \$11,628.*
3. *Resource Consent hearing fees will be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of meeting and workshop or site visit time for the Chair and \$60 per hour of meeting and workshop or site visit time for the Members).*
 4. *The following reimbursements and expenses be recommended to the Remuneration Authority:*

That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate:

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

this resolution) (currently \$60 per hour of meeting and workshop or site visit time).

13. *That all appointed non-elected Members of Council Committees (except the Te Taumata Runanga representative to the City Development Committee) and Subcommittees except the Hearings Committee be paid a meeting fee of \$208.*

196/2006

CONCLUSION

The Waitakere 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 Waitakere 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 PROJECT TWIN STREAMS CYCLE AND WALKWAYS PROGRAMME – NEWHAM PLACE AND HULME PLACE OPTIONS

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Waitakere Community Board a preferred option for Project Twin Streams cycle and walkways programme for a bridge crossing at either Newham Place or Hulme Place.

BACKGROUND

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

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

A report on the Project Twin Streams walk and cycleway programme was submitted to the Waitakere Community Board meeting of 6 December 2005, and the Board resolved as follows:

“That the Chief Executive Officer be requested to provide a report on the feasibility of changing the footbridge that is currently proposed at Newham Place to the end of Hulme Place, McLaren Park.”

2357/2005

This report provides information on the options, as resolved by the Waitakere Community Board.

STRATEGIC CONTEXT

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

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

As part of Project Twin Streams, the cycle and walkways programme aims to model sustainable development principles: enhancing human health, ecological restoration, community involvement and ownership, lowering car use and pollution, connecting people with their natural environment, linking safe spaces and places, revitalising economic centres, and fostering environmental awareness and action. Council’s Arts Manager is involved in ensuring that the cycle and walk ways are imaginatively designed and that art works are incorporated into the routes.

ISSUES

A12

Preliminary plans have been prepared for the two bridge options for provision of a link for the Oratia Walk and Cycleway to the communities to the west of the Oratia Stream via Hulme Place or Newham Place, as shown in the attachment at page A12.

Option 1 – Newham Place

The bridge to Newham Place will be approximately 29 metres long and provide a direct link to the existing carriageway and footpaths in Newham Place. The existing levels of Newham Place and the proposed cycleway are relatively similar with a short ramp required for the bridge to get above flood levels. The bridge will therefore be a relatively conventional structure. The estimated cost of this option is \$218,000.

This link will provide an important and immediate link to the Project Twin Streams Walk and Cycleway from Newham Place and the surrounding community.

Option 2 – Hulme Place

The bridge to Hulme Place will be approximately 43 metres long and provide a link to a currently privately owned Greenfield site at 1/9 Hulme Place. The link will need to be connected through this property to Hulme Place. The site is currently owned by a developer and no guarantees can be given on timeframes for the development of this site.

There is a significant level difference of 6 metres between the stream banks on each side of the stream at this location. As a result the bridge will have a gradient on it and will be of a more significant nature than the Newham Place option. The estimated cost of this option is \$317,000 (excluding any works through 1/9 Hulme Place).

RESOURCES

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

The project budget provides funding for the Newham Place option and the Hulme Place option would require additional funding from Council.

CONCLUSION

Two options for a bridge crossing at either Newham Place or Hulme Place have been evaluated.

The Newham Place option is recommended for the following reasons:

- Lower cost;
- Certainty of land use, the Hulme Place option will not provide an effective link until the vacant site at Hulme Place is developed, the timing for this being beyond Council's control.

RECOMMENDATIONS

1. That the Project Twin Streams Cycle and Walkways Programme – Newham Place and Hulme Place Options report be received.
2. That the Newham Place bridge option be approved as the preferred option to provide a link to the Project Twin Streams cycle and walkways.

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



11 DOROTHY ROAD WASTEWATER PUMP STATION ACCESS ROAD

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Waitakere Community Board to construct a new access road over the Warner Park Reserve to the Dorothy Road wastewater pump station.

BACKGROUND

Dorothy Road pump station is a major wastewater pump station located on the edge of the Manukau Harbour on a small beach near Dorothy Road. This pump station serves 540 residential lots with a combined population of 1,200 persons. Two small pump stations and two major pump stations pump wastewater into this station, which in turn pumps the wastewater into a gravity line leading to the Watercare Services Limited's network. There is no road access to carry out any emergency repairs at the Dorothy Road pump station, and hence there is a potential significant public health and environmental risk due to a lack of road access to this pump station.

Approval is sought from the Waitakere Community Board for the project, to provide access to the pump station, as the Board is delegated authority by Council to exercise its landowner interest over the local reserve upon which the access road is to be constructed.

STRATEGIC CONTEXT

The Council's strategic platform for the three waters is that Waitakere will take an innovative approach in managing the three waters. This platform is designed to ensure that services in all three areas are efficient, reliable and high quality and minimise impacts on the environment over the long term.

ISSUES

The current environmental regulations prohibit any wastewater overflow and related contamination of the beach. Without a proper road access it is not possible for Council to guarantee meeting this requirement. A 24 hour failure at the station would discharge over 500,000 litres of wastewater onto the beach and would necessitate a closure of the beach and an expensive clean up operation.

A footpath through the surrounding Warner Park Reserve has been identified which could be modified to provide emergency access.

A survey of the existing footpath and an assessment of the trees and vegetation has been carried out which confirms that the construction of an access way to the pump station using this route is feasible.

A13-A14

The location of the pump station and proposed access road is attached at pages, A13 to A14 to the Agenda.

The best option to provide vehicular access to the Dorothy Road Pump Station is to modify the existing footpath to create a driveway. A topographical survey and a tree survey have been carried out and have identified the need to remove some trees and construction of a minor retaining wall and drainage works. The vehicular entrance from Laingholm Drive will be for the exclusive use of Council's Maintenance Contractor, and public use of the access by foot to reach the beach will be provided. The access road will be constructed so as to minimise the adverse effects of stormwater.

Resource Consent Issues

Resource consents are required from the Auckland Regional Council and Waitakere City Council.

The Auckland Regional Council consent requirements are as follows:

- Discharge consent - the estimated impervious area of the works is less than 1000m² and therefore a discharge consent is not required;
- Coastal consent - the proposed work is above the Mean High Water Spring (MWHS) and therefore a coastal consent is not required;
- Works within a Watercourse –The work is within an ephemeral stream and the proposed culvert is less than 900mm diameter and therefore a consent to work within a watercourse is not required;
- The relevant permitted activity allows for creating an impermeable area up to 0.25 hectare and roading tracking of lengths up to 100 metres. This project is marginal for this requirement and a Resource Consent may be required. This will be confirmed once the detailed design is completed.

The Waitakere City Council consent requirements are as follows:

- The land is zoned under the Waitakere District Plan as “Natural Managed Area” and “Open Space Environment.” The proposed work may qualify as a “Discretionary Activity” as the area does not exceed 500m²;
- Land use consent will be required and Council will prepare an Assessment of Environmental Effects once the final design is completed.

CONSULTATION

A15

It is proposed to carry out consultation with property owners adjacent to the reserve, which can also form part of the consent process. A draft letter to the residents is attached at page A15.

The proposed work is in a Council reserve managed by Council Parks and the Parks Department are satisfied with the concept plan, and see no reason why approval cannot be given.

RESOURCES

Funding of \$80,000 is included in the draft 2006-2016 Long Term Council Community Plan for this project.

CONCLUSION

There is a significant public health and environmental risk due to the Dorothy Road wastewater pump station not having vehicular access for emergency response works.

An access road is proposed in the Council reserve and is subject to a number of resource consents. Consultation with adjacent property owners will be carried out as part of the consenting process.

Approval is sought from the Waitakere Community Board for the project, to provide access to the pump station, as the Board is delegated authority by Council to exercise its landowner interest over the local reserve upon which the access road is to be constructed.

RECOMMENDATIONS

1. That the Dorothy Road Wastewater Pump Station Access Road report be received.
2. That subject to all necessary resource consents being granted, the construction of an access road to the Dorothy Road wastewater pump station across the Warner Park Reserve as detailed in the agenda report be approved.

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



12 DRAFT WAITAKERE CITY TRANSPORT STRATEGY

PURPOSE OF THE REPORT

The purpose of this report is to obtain early input from the Waitakere 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

A16-A31

An Executive Summary of the first draft of the Waitakere City Transport Strategy 2006-2016, attached at pages A16 to A31 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 Waitakere 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 RLTS and RGS 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 Waitakere 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 undergrounding;
- 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 ARC and ARTA officer feedback is sought on the first draft Waitakere City Transport Strategy.	Key staff, ARC and ARTA 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 LTCCP, including transport programme	LTCCP 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
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	LTCCP & Annual Plan Special Committee
16 June – 23 June 2006	Deliberations on the Transport Strategy and Transport Programme	LTCCP & 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 Waitakere 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 Waitakere 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.



13 **TRAFFIC CALMING: SOLAR ROAD GLEN EDEN**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval to implement traffic calming in Solar Road in Glen Eden in accordance with the scheme described that is based on speed control humps.

BACKGROUND

At its meeting in July 2005 the Waitakere Community Board resolved as follows:

"That the Waitakere Community Board supports in principle the installation of speed humps in Solar Road in the 2005/2006 slow streets programme, subject to a consultation process being carried out with the residents of Solar Road and the outcome of that consultation being reported back to the Waitakere Community Board."

1293/2005

The report provides information giving effect to the resolution.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communications Platform' provides the strategic context for this report. The vision includes that city travel is facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the needs of all for access, communication, and safety. Self enforcing traffic calming, exemplified by well shaped and well distributed speed control humps, clearly addresses safety and amenity. Speeds are generally reduced to 20/30 km/hr at the humps, and to 40/50 km/hr between them.

ISSUES

In November 2005 a plan of the proposed scheme was distributed to all affected households with a covering letter stating that '*unless there is significant dissatisfaction from residents with this proposal, the Council intends to advertise this work, with the intention of construction starting in March 2006*'.

The scheme submitted provided for 7 speed control humps between Glengarry Road and Solar Road and appropriate signs and markings to alert drivers to the existence of the humps.

The consultation process resulted in 74 written responses being received to the 127 letters distributed. A summary of the consultation outcomes is as follows:

- 64 were in favour (86%);
- 10 were opposed (14%) to the proposal.

Effectiveness of Speed Humps

Speed control humps are effective when properly shaped, and when they are spaced about 80 m to 120 m apart, to prevent excessive speed-up and slow-down between them.

It is proposed to construct 7 speed control humps in Solar Road to maintain the above spacing.

Scheme

In view of the responses to Council's letter to residents the scheme has been designed to provide the best solution. A copy of the plan for the proposed scheme is included at page A32, and coloured A3 maps will be available at the meeting.

RESOURCES

The proposed scheme can be funded from the 2005/2006 Annual Plan for Slow Streets.

CONCLUSION

The traffic calming scheme for Solar Road be implemented as per the attached plan and has the following benefits:

- Meets all the concerns expressed by respondents;
- Creates a much safer environment for use of the road by pedestrians and motor traffic;
- Creates a safe road for motorists;
- It is effective in controlling excessive traffic speed and excessive acceleration/deceleration.

RECOMMENDATIONS

1. That the Traffic Calming: Solar Road, Glen Eden, report be received.
2. That the Waitakere Community Board approve implementation of the Scheme Plan attached at page A32 to the Agenda, for traffic calming in Solar Road, Glen Eden.

A32

Report prepared by: Edwin Dearham - Principal Transport Engineer Planning.



14 CITY WIDE BUS STOP SIGNAGE UPGRADE - WAITAKERE WARD

PURPOSE OF THE REPORT

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

BACKGROUND

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

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

A33-A34

Photographs of standard regulatory bus stop signs with the preferred white steel pole and flag mounting configuration are attached at pages A33 to A34.

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.

A35-A36 Photographs of electronic signage similar to that proposed to be installed in Waitakere City are included in the attachments at pages A35 to A36.

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

A37 The attachment at page A37 lists all urban bus stop locations on Council Roads in the Waitakere Ward. Those stops marked with an asterisk do not have existing regulatory bus stop signage. It is recommended that this signage be installed. It is recommended that the Community Board resolve all the bus stop locations listed above as bus stops. This will assist in enforcement of parking restrictions around bus stops.

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

One recommended location for a real time passenger information sign has been identified in the Waitakere Ward at the bus stop in West Coast Road outside Parrs Park near the roundabout with Parrs Cross Road. 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.

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 - Waitakere Ward report be received.
2. That following locations be approved as formal bus stops; Border Road outside number 50, Bruce McLaren Road outside number 57, Bruce McLaren Road outside number 83, Bruce McLaren Road outside number 119, Bruce McLaren Road outside number 137, Bruce McLaren Road outside number 171, Candia Road outside number 375, Chadlington Road outside number 22, Chadlington Road outside Gus Nola Park, Farwood Drive outside number 3, Farwood Drive outside number 6, Farwood Drive outside number 41, Farwood Drive outside number 46, Forest Hill Road outside number 70, Forest Hill Road outside number 324, Glengarry Road outside number 183, Glengarry Road outside number 221, Glengarry Road outside number 224, Glengarry Road outside number 241, Harvest Drive outside number 11, Henderson Valley Road outside number 145, Henderson Valley Road outside number 169, Henderson Valley Road outside number 218, Henderson Valley Road outside number 255, Henderson Valley Road outside number 300, Henderson Valley Road outside number 178, Hercules Drive outside number 22, Hillwell Drive outside number 9, Palomino Drive outside number 8, Palomino Drive outside number 2, Palomino Drive outside number 27, Parris Cross Road outside number 1, South side of Parris Cross Road 106 metres west of Seymour Road, Piha Road outside number 1, Sandys Parade outside number 9, East side of Sandys Parade 27 metres south of Western Road, Solar Road outside number 113, Solar Road outside number 183, Sturges Road outside number 138, Sturges Road outside number 22, Sturges Road outside number 54, Sturges Road outside number 106, Sturges Road outside number 162, Sturges Road outside number 183, Sturges Road outside number 192, Sturges Road outside number 214, Sturges Road outside number 239, Sturges Road outside number 256, Sturges Road outside number 123, Summerland Drive outside number 44, Summerland Drive outside number 74, Sunvue Road outside number 5, Sunvue Road outside number 8, Swanson Road outside number 686, Swanson Road outside number 713, North side of Swanson Road 83 metres east of the intersection with Birdwood Road, Victory Road outside number 54, Waterstone Way outside number 9, West Coast Road outside number 421, West Coast Road outside number 426, West Coast Road outside number 439, West Coast Road outside number 448, West Coast Road outside number 478, West Coast Road outside number 506, West Coast Road outside number 513, West Coast Road outside number 553, West Coast Road outside number 781, Bruce McLaren Road outside of number 110, Bruce McLaren Road outside of number 182, Bruce McLaren Road outside of number 84, Bruce McLaren Road outside of number 162 and West Coast Road outside Parris Park.
2. 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.
3. That the following location be endorsed as a location for electronic real time passenger information signage; North side of West Coast Road outside Parris Park.

Report prepared by: Paul Schischka, Transport Engineer.



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

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Christine Shepherd Diane Goodley
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
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Monique Davis Diane Goodley
Hearings Committee	Robin Taylor Kubi Witten-Hannah
Kay Road Balefill Site Management Committee	Sharon Davies
Street Events Subcommittee	Monique Davis

