



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

COUNCIL

I hereby give notice that an Ordinary Meeting of the Council will be held on:-

DATE: **Wednesday, 15 September 2004** **TIME:** **9.30 am**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

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

13 September 2004

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Mayor	RA	Harvey, QSO, JP
Deputy Mayor	CA	Stone
Councillors	DQ	Battersby, JP
	BA	Brady, JP
	JM	Clews, QSO, JP
	RP	Dallow, QPM, JP
	AC	Fenton
	OE	Hoskin, MNZM, JP
	PA	Hulse
	JP	Lawley
	GE	Nash, QSM, JP
	VS	Neeson, JP
	GB	Presland
	GW	Russell, JP
	DA	Yates, JP

(Quorum 8 members)

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

**AGENDA FOR AN ORDINARY MEETING OF THE COUNCIL TO BE HELD IN THE
CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 15 SEPTEMBER 2004 COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 CLIMATE CHANGE & BUSINESS CONFERENCE 3-5 NOVEMBER 2004, AUCKLAND

PURPOSE OF THE REPORT

This report seeks Council support for the attendance of two Councillor representatives at the Climate Change & Business Conference to be held in Auckland, 3-5 November 2004.

BACKGROUND

This Conference focuses on the opportunities that arise from the implementing of initiatives to address the consequences of climate change. The Conference draws on international and national expertise to explore renewable energy, low emission technologies, energy efficiency initiative and green house gas reduction methods. ICLEI/CCP (International Council for Local Environmental Initiatives/Climate Change Programme) will lead a one day local government work stream as part of the overall Conference menu.

STRATEGIC CONTEXT

Waitakere City Council's strategic plan focuses on initiatives which seek to reduce the city's ecological footprint and climate change impacts. The city has actively sought through a range of initiatives to develop innovative practices to address climate change threats.

ISSUES

A1-A15 Maintaining a consistent approach to addressing environmental issues in a positive manner, recognising the associate economic and social benefits will be of importance to the incoming council. Conference attendance will provide an opportunity to understand and contribute to policy development. Details on the conference are attached at pages A1 to A15.

RESOURCES

The resources required (\$1,150 for early registration) are provided for in the budget.

CONCLUSION

The attendance of two Council representatives at this Conference would benefit both the development of Council's strategic objectives and shaping up of more effective national initiatives.

RECOMMENDATIONS

1. That the Climate Change & Business Conference 3-5 November 2004, Auckland report be received.

2. That Council enrol a space for two Council representatives to attend the Climate Change & Business Conference to be held in Auckland, 3-5 November 2004, and these Councillors be identified by the new Council.

Report prepared by: Ann Magee, Director: Strategy & Development.



3 CONFERENCE TOWARDS SUSTAINABLE LAND TRANSPORT - ATTENDANCE BY ELECTED MEMBERS

PURPOSE OF THE REPORT

The purpose of the report is to inform Councillors of the Conference Towards Sustainable Land Transport and to ascertain participation by Elected Members.

BACKGROUND

The Conference Towards Sustainable Land Transport is to be held in Wellington on 21-24 November 2004. The conference is promoted by the New Zealand Road Controlling Authorities Forum and has the support of the Ministry of Transport, Local Government New Zealand, the Land Transport Safety Authority, Transit New Zealand, Transfund New Zealand and the Greater Wellington Regional Council.

STRATEGIC CONTEXT

Council's commitment to promoting integrated transport and communications systems which develop in a consistent strategic direction is established in Council's Long Term Council Community Plan 2004/2014.

Council needs to ensure that it benefits from best practice in reaching our objectives for transport and communications.

ISSUES

A16-A21

The conference covers a broad range of the themes which are of relevance to Council including travel demand management, travel planning, sustainable transport and provides feedback on a number of experiences from both within New Zealand and overseas. The programme covers all modes of transport - trains, buses, walking, cycling, and private motor vehicles. Details on the conference and a draft programme of sessions are attached at pages A16 to A21.

It is estimated that the total cost arising from the attendance of each Elected Member would not exceed \$2,000. This figure includes travel allowances, accommodation, conference registration fees and payment for attendance.

It is anticipated that some Elected Members would find the content and interaction with other local authority Elected Members and experts of significant benefit, and therefore may wish to attend.

RESOURCES

Resources are provided for in the 2004/2005 Annual Plan.

CONCLUSION

It is considered that attendance at the conference would be consistent with the Council's policy direction and operational requirements. There is a need for a number of Elected Members to maintain and enhance their knowledge of transport issues and in order to effectively advocate for sustainable transport options on behalf of Waitakere City and to fulfil their statutory obligations in terms of city-wide transport assets. The Council would need to determine the most appropriate representatives after the Election.

RECOMMENDATIONS

1. That the Conference Towards Sustainable Land Transport - Attendance By Elected Members report be received.
2. That Council enrol a space for two Elected Members to attend the Conference Towards Sustainable Land Transport, to be held in Wellington between Sunday, 21 November and Wednesday, 24 November 2004, and those Elected Members be identified by the new Council.

Report prepared by: Vincent Lin, Senior Project Manager: Transport Projects.



4 RECLASSIFICATION OF LOT 23 SHERWOOD PARK AS ESPLANADE RESERVE

PURPOSE OF THE REPORT

The purpose of this report is to gain the approval of Council to undertake the formal process required for a change of classification under Section 24 of the Reserves Act 1977, of a parcel of land in Sherwood Park on Henderson Creek from recreation to esplanade reserve.

BACKGROUND

The Reserves Act 1977 requires that all reserves be classified, in accordance with that Act, into one of a number of categories. Classification must be completed before a Reserves Management Plan (also a requirement of the Reserves Act 1977) can become operative.

This Act requires that all reserves be correctly classified according to their primary purpose. A number of actions classifying various parcels of land that make up Henderson Creek Corridor Reserves was recommended by Council at its meeting held on 30 June 2004 to enable the Te Huru huru - Henderson Creek Corridor Reserves Management Plan to become operative.

However, one parcel in Sherwood Park that requires a change in classification, was omitted from that recommendation. To provide for a contiguous land holding as Local Purpose (Esplanade) Reserve subject to the Reserves Act 1977 at Sherwood Park, the following parcel requires change of classification from Recreation Reserve to Local Purpose (Esplanade) Reserve pursuant to Section 24 of the Reserves Act 1977:

A22-A23

Lot 23 DP 54222, CT NA127/187 (part) comprising 1.6301 hectares. (Maps attached at pages A22 to A23).

ISSUES

This parcel requires formal change of classification under s24 of the Reserves Act 1977 as Local Purpose (Esplanade) Reserve. Lot 23 DP 54222, CT NA127/187 was originally vested in the Waitemata County Council as Recreation Reserve on subdivision pursuant to Section 34 (4) of the Counties Amendment Act 1961. By virtue of Section 16 (11)(b)(i) of the Reserves Act 1977 this parcel is automatically classified as a Recreation Reserve. Lot 23 DP 54222 adjoins the Henderson Creek and therefore it is more appropriate that Lot 23 DP 54222 be held as Local Purpose (Esplanade) Reserve; however, in order to do this it needs to be re-classified as a Local Purpose (Esplanade) Reserve pursuant to Section 24 of the Reserves Act 1977.

A change in classification under the Reserves Act 1977 requires public notification by advertising Council's intentions to change the classification in the local newspaper.

RESOURCES

Funding has been allocated in the 2004/2005 financial year for the preparation of Management Plans. This budget includes the cost of classification of the reserves included in the Plans.

CONCLUSION

The process required to classify or reclassify the reserves in the Henderson Creek Corridor under the Reserves Act 1977 is currently underway, having been approved by Council resolution 1173/2004 on 30 June 2004. However, one parcel of land in Sherwood Park requires a change in classification, and was omitted from that recommendation. To provide for a contiguous land holding as Local Purpose (Esplanade) Reserve at Sherwood Park, the following parcel requires change of classification from Recreation Reserve to Local Purpose (Esplanade) Reserve pursuant to Section 24 of the Reserves Act 1977.

RECOMMENDATIONS

1. That the Reclassification of Lot 23 Sherwood Park As Esplanade Reserve report be received.
2. That, subject to the completion of the necessary statutory processes, the following parcel be re-classified as Local Purpose (Esplanade) Reserve pursuant to Section 24 of the Reserves Act 1977: 1.6301 ha more or less being Lot 23 DP 54222 part CT NA127/187.

Report prepared by: Mandy McMullin, Reserves Management Planner.



5 40KM/H SCHOOL SPEED ZONE OUTSIDE WAITAKERE PRIMARY

PURPOSE OF THE REPORT

This report seeks the Council's approval for a new 40km/h speed zone on Bethells Road outside Waitakere Primary School.

BACKGROUND

In July 2002 the Land Transport Safety Authority released its Traffic Note 37 providing guidelines for the installation of 'variable speed limit school speed zones'. In these speed zones, located around schools, the speed limit is 40km/h before, during and after school periods and either 50, 60, 70, 80 or 100 km/h at all other times. Electronic signage is provided at the boundaries of the school speed zone which displays a 40km/h speed limit sign only during the times when the lower speed limit is in effect.

Prior to the release of Traffic Note 37 the school speed zone concept was trialed in Christchurch City. The variable speed limit signage was found to be effective at reducing vehicle speeds, especially when backed up with enforcement by the police, and was found to be particularly suitable in locations where mean vehicle speeds were particularly high.

Funding is provided for two 'variable speed limit school speed zones' in the 2004/2005 Annual Plan, of which the Bethells Road speed limit will be the first.

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.

Safe and appropriate speed limits play an essential role in ensuring motorist safety when using Council's road network.

ISSUES

Waitakere Primary is a full primary school located at the eastern end of Bethells Road, Waitakere. Although the school is located within a 50km/h area the vehicle speeds past the school are often significantly in excess of this limit. It is proposed to install the first 40km/h school zone variable speed limit in Waitakere City in Bethells Road outside this school.

The 50km/h zone in Bethells Road is located within a small partially developed portion of Bethells Road. The 50km/h zone is bounded on its west side by a 100km/h zone and on its east side by a 70km/h zone. Many drivers may not notice the transition into the 50km/h zone when leaving the higher speed zones and the presence of some undeveloped sites intermingled with the developed sites and lack of kerb and channel in this area also contributes to driver perceptions of a much higher speed limit area.

Although there is no documented crash history in the Land Transport Safety Authority database for the area outside the school, there is significant anecdotal evidence from local residents of a number of serious near misses.

When trialed in Christchurch the 40km/h speed zones operating around school entrances before, during and after school periods only were found to be very effective at reducing vehicle speeds while the signs were in operation. Bethells Road is considered an excellent location for the installation of a 40km/h school speed zone as there is potential for a very significant reduction in vehicle speeds, greatly improving child safety before and after school.

Crash statistics show that a pedestrian struck by a vehicle traveling at 70km/h will almost certainly be killed while a pedestrian struck by a vehicle at 40km/h has an excellent chance of surviving.

RESOURCES

The proposed signage can be implemented under the School 40km/h Zone budget.

CONCLUSION

The proposal to install a new 40km/h school speed zone on Bethells Road is desirable to improve road user safety.

Urgency

This restriction would usually go to the Community Board for implementation but there will not be a Community Board meeting until after the Election and in the interests of safety we believe that the restriction should be imposed without further delay. Thus the matter is brought to this meeting.

RECOMMENDATIONS

1. That the 40km/h School Speed Zone Outside Waitakere Primary report be received.
2. That in relation to **BETHELLS ROAD**:
 - That, in accordance with the powers conferred by virtue of the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following control be now resolved to be specified and imposed, namely,
 - That a '**SCHOOL ZONE SPEED LIMIT**' be established on **BETHELLS ROAD** from a point 358 metres west of the intersection with **ANZAC VALLEY ROAD** to a point 40 metres west of the intersection with **ANZAC VALLEY ROAD**. The speed limit in this area shall be 50km/h except at times when the variable speed limit signs are activated during which times the speed limit shall be 40km/h.
3. That the appropriate signage, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said **SPEED RESTRICTION**.

Report prepared by: Paul Schischka, Transport Engineer.



6 WAITAKERE CENTRAL CAR PARK BUILDING

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

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, namely, Waitakere Central Car Park Building.

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

General subject of the matter to be considered.	Reasons for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"> • Waitakere Central Car Park Building. 	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); • protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. 	<p>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

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

- *The matter contains information which is subject to negotiations and the release of the information would likely have an adverse affect on the negotiations.*

