



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

HENDERSON COMMUNITY BOARD

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

DATE: Monday, 3 September 2007 **TIME:** 6.30 pm

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

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

28 August 2007

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairman)
Mr	WS	Bainbridge (Deputy Chairman)
Cr	AK	Corban, OBE, JP
Mrs	HM	Jones
Mr	SJ	McDonald
Mr	LJF	Nobilo, JP

(Quorum 4 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 A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON MONDAY, 3 SEPTEMBER 2007, COMMENCING AT 6.30 PM**

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ON MONDAY, 3 SEPTEMBER 2007, COMMENCING AT 6.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 2 August 2007.

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 2 August 2007, 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 Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

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

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



4 PRESENTATIONS

A DRIVE TO THE CONDITIONS

As part of New Zealand Safety Week, Council's Road Safety Coordinator and David Peirce, Injury Prevention Consultant for Road Safety, Accident Compensation Corporation, will present to the Board a 15 minute PowerPoint presentation on 'Drive to the Conditions'.

B NEW ZEALAND POLICE

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



5 PUBLIC FORUM

Public Forum will take place at 7.00 pm

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

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairman at the beginning of the meeting; and
- (ii) the Chairman 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 CHAIRMAN'S REPORT

As this is the last meeting of the Community Board this term it is appropriate to take the opportunity to thank all those Council officers who have provided the Board with reports of the highest standard on which to base its decisions. Special thanks to Jack Burton, Elected Members Liaison, Ngareta Delamere, Committee Secretary, Owena Schuster and Charlie Inggs, Committee Managers who have always performed professionally and to an exceptional standard with no problem that could not be dealt with. To Helen Jones who is not standing in the next Elections, the Board wishes her well in the future and thanks her for her commitment to her work and dedication to families in Waitakere.

As you can see from this report one of the successes of the term must be the inclusion of community groups in the ongoing consultation and decisions that affect them directly. This is a must, as no one knows their area better than those who live in it.

To all members I thank you for your commitment to the public and the Board. The team work has been exceptional, even though as individuals, full agreement on some decisions has not been possible. The Board has performed well, as it was charged to do at its inception, and cooperation has always been forthcoming in order to assist some of the residents.

Sturges Road Bridge Replacement

The open day held on 4 August 2007 for the Sturges Road Bridge replacement was extremely well attended by the residents who appreciated the information provided. Western Heights Ratepayers Association have played a leading role in the process.

Peninsula Women's Conference

On behalf of the Community Board I had the pleasure of opening the conference which was attended by 300 women held over two days. The numbers continue to grow every year. Last year the Community Board granted \$1300.00 from the Community Wellbeing Fund for this conference.

Sunnyvale Traffic Issues

A second meeting has been held with the Sunnyvale Residents & Ratepayers Executive and a number of issues have been identified. A walkabout of specific areas with some of the residents will be held at a future safety meeting.

Vodanovich Road Traffic Issues

A meeting was held with the working group of residents. The Council officers will investigate whether there are any solutions to the callous disregard by motorists to the safety of the residents using excessive speed. This road is used by motorists trying to avoid the problems on Lincoln Road and using it as a bypass to Te Atatu Road. Concern were expressed that the opening of a link road from Universal Drive through to Central Park Drive will further increase traffic and exacerbate the problems.

Rutherford College Day

On Friday the annual 45th Rutherford Day took place and the guest speaker was Dean Kent, the Olympic and Commonwealth Games swimmer.

The students performed and showed that this school continues to have the most outstanding musical talent.

Auckland Regional Community Board Annual Meeting

This was held on Saturday, 25 August 2007. The guest speaker was the Chairman of the Mayoral Forum, Mayor John Robertson who is also the Mayor of Papakura. It was a most informative speech on regional governance which was well received by all those present.

Induction Workshop

A meeting was held with the Group Manager: Democracy and Support Services and he has been given a list of the requests from Community Board Members on training topics they believe will assist Elected Members of Community Boards to have a greater understanding of their roles and providing a better and more informed service to the residents.

Te Atatu Community Centre and Library

This report is on the agenda with the reason why the Board meeting date was changed. Any recommendations of the Board will be forwarded to the City Development Committee on Thursday. This would have delayed considerations until November if the Board had met on Thursday night.

Youth Council

The Youth Council members who meet on the night of our changed meeting have agreed to meet in the Waitemata Room so that the Henderson Board can meet in the Council Chamber for the last time before the Elections.

RECOMMENDATIONS

1. That the Chairman's report be received.
2. That the Youth Council be thanked for shifting their meeting from the Council Chamber to the Waitemata Room to allow the Henderson Community Board to hold their September 2007 meeting in the chamber.
3. That an appreciation for the efforts of all Board Members during this term be recorded.

Elizabeth Grimmer, MNZM

CHAIRMAN



7 **COMMITTEE SECRETARY'S REPORT**

	Issue	Comments	Reporting Council Officer
1.	Rangeview Intermediate School - Request for a Path to Lloyd Morgan Lions Club Officer's Report	<p>A submitter attended the 6 June 2007 meeting of the Community Board requesting a footpath from Rangeview Intermediate School to the car park at Edmonton Park, Te Atatu South.</p> <p>Following a site visit to assess the proposal, Council officers have determined that a path across the Rangeview Intermediate School is not on Council parkland and would therefore not be a priority for funding. Also Lloyd Morgan Lions Club Park already has an existing path connection to Rangeview Intermediate School.</p>	Tracey Hamilton ☎ 836000 Extn: 8969
2.	Tui Glen Stage 2 Development Officer's Report	<p>Detailed design work commenced for the Stage 2 development in April 2007. Work includes further access way upgrades, parking areas, landscaping, and paths.</p> <p>Resource consents are programmed to be lodged in August 2007.</p> <p>Physical works are planned to commence in early 2008.</p>	Andreas Lilley ☎ 836 8000 Extn: 8553
3.	Tui Glen Reserve and Community Waitakere Facility Update Officer's Report	<p>Council officers and representatives from Community Waitakere have met repeatedly with the affected neighbour adjacent to the proposed new community facility at Tui Glen Reserve. Despite a number of mitigation measures being offered, no resolution of the issues was able to be obtained.</p> <p>As no neighbour consent was able to be gained, the resource consent is now going through a limited notified process. The immediate affected neighbours will be notified and given the opportunity to make submissions on the proposed facility. If submissions are received, then a hearing will be held to consider those submissions and a decision regarding the resource consent will be made by a Commissioner.</p>	Renee Davies ☎ 836 8000 Extn: 8118
4.		The limited notified process timeline has had an effect on the proposed funding applications that Community Waitakere was in the process of progressing.	

	Issue	Comments	Reporting Council Officer
5.	Stopping Part of Harbourview Road, Te Atatu Peninsula Officer's Report	<p>The public notice for stopping part of Harbourview Road (approximately 100 metres from the reserve end of the road) expired on Thursday, 5 July 2007.</p> <p>One objection was received in response to the notice. The objection requested that the gate closing the road be located further from the owner's property on Harbourview Road. Council officers have agreed to this.</p> <p>The final part of the process to complete stopping the road is to declare by public notice that the road is stopped and then provide the notice to Land Information New Zealand for registration. Council officers will therefore make this declaration by public notice following this report.</p>	<p>Huia Kingi ☎ 836 8000 Extn: 8174</p>

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Fixed Driver Feedback Signs in the Henderson Ward	5 July 2007 Resolution No. 3003/2007	December 2007	Kitch Cuthbert ☎ 836 8000 Extn: 8526
Request from the World Harmony Run for a Street, Walkway or Park to be Named After Sri Chinmoy	2 August 2007 Resolution No. 3159/2007	December 2007	Sarah Natac ☎ 836 8000 Extn: 8561
Vodanovich Road, Te Atatu South - Speed Calming Measures	2 August 2007 Resolution No. 3172/2007	December 2007	Sreekanth Vidhyadharan ☎ 836 8000 Extn: 8873

RECOMMENDATION

That the Committee Secretary's Report for 3 September 2007 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 **PARKING RESTRICTIONS AT CRANWELL PARK DURING THE CONSTRUCTION OF THE HENDERSON YOUTH FACILITY AND UPGRADE OF THE RECREATION CENTRE**

GLOSSARY

Henderson Youth Facility	(Youth Facility)
West Wave Recreation Centre	(Recreation Centre)
West Wave Aquatic and Recreation Centre	(Aquatic Centre)

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board on parking restrictions necessary due to the construction of the Henderson Youth Facility (Youth Facility) and the upgrade of the West Wave Recreation Centre (Recreation Centre).

BACKGROUND

The project for the construction of the Youth Facility, together with the associated Recreation Centre upgrade and provision of Information Management premises, is currently underway. Budget provision has been made in the 2006/2007 year and in the Annual Plan 2007/2008. Reporting on the project issues and timelines has been through the Projects Special Committee.

The project is essentially in two phases, with the first phase consisting of the re-roofing and asbestos removal in the Recreation Centre which commenced in June 2007. A report was presented to the Henderson Community Board in June 2007 detailing the restrictions on parking during this time.

The second phase, which is the actual construction of the Youth Facility, the remaining Recreation Centre upgrade and the provision for the Information Management offices, is to commence 1 November 2007 with a practical completion date of late April 2008. This report reviews the impact on parking during construction and reviews the parking requirements for the precinct at the completion of the project.

STRATEGIC CONTEXT

Council's leisure facilities and activities contribute to the wellbeing of the City's residents, by providing recreational opportunities that promote health and social cohesion. The Council's draft Leisure and Community Strategy guide the provision of these facilities and activities to ensure that they are available to all residents, responsive to changing demands and provided efficiently. Council's strategic objective for leisure is that a comprehensive range of leisure recreational sports services and facilities are provided.

To improve the well being of the City's people and communities, the Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives. Through the Strategic Plan, Council has adopted a platform of Strong Communities, stating that in the next 10 years Council will develop a city where people are active, healthy and content, feel safe and have a strong sense of community.

ISSUES

The impact on parking is broken into three phases:

- **Phase 1:** the replacement of the Recreation Centre roof;
- **Phase 2:** the upgrade of the Recreation Centre and development of the Youth Facility; and

- **Phase 3:** the construction of a covered walkway linking the Youth Facility and the West Wave Aquatic & Recreation Centre (Aquatic Centre).

Phases 1 and 2 impact primarily on staff parking, with no public parking being affected. However, during Phase 3, both staff parking and a small amount of public parking are affected. The effects on parking during each phase are detailed further in the report.

Parking impacts during the first phase of construction - re-roofing of the Recreation Centre

The award of a physical works' contract for the removal of the existing "Supersix" fibre cement roof from the Recreation Centre and re-roofing with colour steel roofing, is under way and due to be completed by the end of August 2007. During that period, the contractor was allocated a working space and loading/offloading space at the rear of the Recreation Centre. This involves the utilisation of 18 car parking spaces as well as loading zone directly adjacent to the rear (east) wall of the Recreation Centre. A report outlining the full details of the impacts during Phase 1 were presented to the Henderson Community Board in June 2007.

Parking impacts during the second phase of construction - upgrade of the Recreation Centre and Development of the Youth Facility (November 2007 to April 2008)

The impact on parking during the second phase of construction will be more significant than the re-roofing project.

The rear of the building (often used as an alternative entry for swimming clubs, diving and water polo), caters for 51 of the 57 car parks required by the District Plan. (Previous reports comment on 52 car park spaces, however due to the need to redesign parking spaces, allocations of mobility car parks and the incorporation of items such as street furniture, there have been amendments made.) Of the 51 car parks, 12 were allocated to Corban Revell (who have now vacated the premises) and 6 were visitor parking for Corban Revell and Information Management. The 18 car parks previously for visitors and Corban Revell are temporarily being utilised by Information Management and Aquatic and Recreation Centre staff.

A1 During Phase 2 of construction, 35 of the 51 car parks will be required. Twenty-one car parks are located down the entire eastern building side of car park. The site will be used for contractors to store materials. This is shown at attached page A1. It is envisaged that once the Recreation Centre upgrade is completed (late January 2008) that approximately 8 of the 21 car park spaces on the rear wall will be able to be used by staff again, as less materials will need to be stored.

Behind the Aquatic Centre there is a secure fenced area with a limited number of staff car parks. Access to the area is immediately off the Aquatic Centre staff room area and chemical storage room and was designed to ensure security of plant operations, deliveries and car parking safety of night staff. Car access in and out of the fenced area is by swipe card access. There are 11 car park spaces within the compound. Access to the 11 secure car parks, along with the delivery path, will remain open at all times and not be restricted by the construction. In addition, the 17 car parks on the eastern (Falls Hotel side) will remain available to staff.

The remaining 13 car parks required are located on the southern side (road side frontage) of the former Henderson library building. This area will be used as a place to put site offices.

The table below summaries the current tenant parking arrangement and the net impact on parking during the construction.

Table 1 - Summary of current tenant parking and the impact during the main construction (November 2006- approximately April 2008)

Parking Area	Comments	Current Car Parking Space Allocation	Number of spaces unavailable during construction	Total remaining car parking spaces during construction	Impact during Construction
Reserved Zone 1. This is the area that is accessed by turning right at the front entrance and driving around the back of the building complex.	This area caters for 51 of the 57 office space parking spaces required as per the District Plan - the shortfall of 6 spaces is made up from Reserved Zone 2 (see below).	51	34	17	During construction, Information Management will relocate. Corban Revell's lease was not renewed and Plunket, Music and the Arts Council have all relocated. Therefore during construction WCC only needs to cater for Aquatic staff.
Reserved Zone 2. Located in the P240 area at the northern end of the parking area (towards the Early Childhood Learning Centre).	21 car park spaces for West Wave staff	22	0	22	Not impacted.
Early Childhood Learning Centre	11 car park spaces next to the Early Learning Centre, which caters for their staff.	11	0	11	Not impacted.
West Wave Aquatic Centre staff - secure area		11	0	11	Not impacted.
Henderson Bowling and Croquet Club.	12 car park spaces located next to their club rooms and 3 car park spaces down near the croquet lawn.	15	0	15	Not impacted.
Loading Zone.	One Loading Zone positioned between the Aquatic Centre entrance and the Plunket office, and one loading zone to the east of the West Wave Aquatic and Recreation Centre.	2	1	1	The loading zone located on the eastern side of the recreation centre will be part of the construction zone.

Parking Area	Comments	Current Car Parking Space Allocation	Number of spaces unavailable during construction	Total remaining car parking spaces during construction	Impact during Construction
TOTAL		112	35	77	

Parking impacts during the third phase of construction - creation of a covered walkway (January/February 2008)

A1

As part of the development, a covered walkway linking the Youth Facility, Recreation Centre and the Aquatic Centre on the western side of the building will be constructed in early 2008. Parking along the western building edge (front entrance side of the Aquatic Centre) will need to be blocked off, in addition to the parking restrictions mentioned above at the eastern side of the building. It is envisaged this will be for a period up to two months in late January/February 2008, during which time 49 car parks will be affected, including five mobility car parks. During that period, Council officers are recommending that a temporary disability parking bay be established. The location of this bay is shown at attached page A1. As the restriction is for a short time, Council officers are recommending placing signage up to notify patrons but not repainting the car parking lines.

Table 2 - Summary of current parking and the impact during the construction of the canopy

Parking Area	Comments	Current Car Parking Space Allocation	Number of spaces unavailable during construction	Total remaining car parking spaces during construction	Impact during Construction
Reserved Zone 1. This area is accessed by turning right at the front entrance and driving around the back of the building complex.	This area caters for 51 of the 57 office space parking spaces required as per the District Plan - and is predominantly utilised by WCC staff.	51	26	25	When the Recreation Centre upgrade is complete, some of the car parks on the eastern building side of the car park will be utilised again, as the Youth Facility development will not require as much storage space.
Public parking.		260	11	249	During the canopy construction, the entire row of car parks located on the western building side, running from the Information Management offices down to the Aquatic Centre, will need to be coned off.
Mobility car parking.		11	8	3	The construction of the canopy will impact on 5 mobility car parks. The report suggests creating a temporary mobility bay.

Parking Area	Comments	Current Car Parking Space Allocation	Number of spaces unavailable during construction	Total remaining car parking spaces during construction	Impact during Construction
					However, this will mean less public general parking as it requires two car park spaces to make one mobility park.
Loading bay.		1	1	0	The loading bay, located between the Arts Council and the Recreation Centre, will be unavailable.
Reserved Zone 2. Located in the P240 area towards the Early Childhood Learning Centre.	21 car park spaces for West Wave Aquatic Centre staff, located at the north end of the parking area.	21	0	21	Not impacted.
Early Childhood Learning Centre.	11 car park spaces next to the Early Learning Centre, that caters for their staff.	11	0	11	Not impacted.
West Wave Aquatic Centre Pool Staff secure car park.		11	0	11	Not impacted.
Henderson Bowling and Croquet Club.	12 car park spaces located next to their club rooms and 3 car park spaces located down near the croquet lawn.	15	0	15	Not impacted.
TOTAL		382	46	335	

During Phase 1 Aquatic Centre staff will have a reduction in the number of parks available. During Phase 2 the pressure on staff parking should be eased, with the relocation of Council's Information Management team and the relocation of several key tenants. Overall during this period, the loss of staff parking is eight spaces, with no public spaces being impacted. However, during Phase 3, there will be a loss of both public and staff parking, by which time the Recreation Centre staff will have also moved back into the Recreation Centre, following the completion of the upgrade work. Congestion will further be magnified by the summer being the peak time for the Aquatic centre and bowls hosting a number of large tournaments. Council officers have identified three possible options to assist with elevating parking congestion to patrons during this peak time (Phase 3).

Option A: During the canopy construction period, fence off a section of Cranwell Park to be used (subject to the weather) as alternative parking. The details of how this would be managed still needs to be determined by Council officers.

- Option B:** Utilise part of Tui Glen as over-flow parking for public during events. However, a large number of patrons have previously raised concerns to the Parks Open Spaces Unit about the safety of the area. Initial investigations carried out by Council officers indicate that there is a small budget held by the Parks Open Spaces Unit that could cater to providing a security guard during events.
- Option C:** The Henderson Community Board could resolve to notify patrons of the reduction in parking during the construction period and not take any further action.

Council officers recommend Option A. Cranwell Park is already utilised for alternative parking during large events such as bowls tournaments. Cranwell Park is perceived by patrons as a safer, more secure site, as there are likely to be more people circulating through the West Wave main car park who will be able to view activities carried out at Cranwell Park. There are less cost implications with erecting temporary fencing than providing a guard at Tui Glen. While Cranwell Park can only be utilised in good weather (to ensure the ground is not ruined), this may mean that during the construction there may be days when this alternative can't be used, however, as the project occurs over the summer, this will be limited.

In addition, it is recommended that a small sign be erected to notify patrons that Falls Hotel car park can be utilised as an over flow car park and that parking costs \$3 per day.

Parking Allocations at the Completion of Construction

A report will be brought back to the Community Board at a later date to detail the parking allocations and restrictions at Cranwell Park after the construction. The construction is not due to be completed until April 2008. Council officers are investigating the needs of current users (tenants, staff and the public), in conjunction with a review being carried out by Council's City Development department on parking for the entire Henderson precinct.

RESOURCES

For all three Projects (the Youth Facility, the Recreation Centre upgrade and the creation of office space for Council's Information Management project team), the approved budget is \$5,948,000.

Parks and open Spaces have a budget of \$10,000 to assist with events within the City. Part of this budget has already been allocated, however, some funds could be used to provide a security guard at Tui Glen should the Henderson Community Board resolve to support this option.

CONCLUSION

During construction, 34 of the 51 car parks and one loading bay located in Reserved Zone 1 will be required and this will impact on staff parking. Access to the secure car parks (not counted in the 51 car parks) at the rear of the Aquatic Centre, along with the delivery path, will remain open at all times and not be restricted by the construction. It is envisaged that once the Recreation Centre upgrade is completed (late January 2008), that some of the allocated parking on the rear wall will be able to be used by staff again.

As part of the development, a covered walkway linking the Youth Facility, Recreation Centre and the Aquatic Centre on the western side of the side of the building will be constructed in early 2008. Parking along the western building edge (front entrance side of the Aquatic Centre) will need to be blocked off, during which time a total of 46 car parks (11 public spaces, eight mobility spaces, one loading bay and 26 car parks from Reserved Zone 1) will be affected. During the two-month period, Council officers are recommending that a temporary disability parking bay be established and that a fenced-off a section of Cranwell Park be erected as alternative parking (subject to weather) to alleviate parking congestion.

A report will be brought back to the Henderson Community Board at a later date to detail the parking allocations and restrictions at Cranwell Park after the construction. The construction is not due to be completed until April 2008.

RECOMMENDATIONS

1. That the Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre report be received.
2. That the Henderson Community Board approve the use of Cranwell Park as overflow car parking during the construction of the canopy linking the Youth Facility to the Aquatic Centre, subject to weather conditions, be approved.
3. That Council officers establish a temporary mobility parking bay during the development of a canopy linking the Youth Facility to the Aquatic Centre be approved.
4. That a sign be erected to notify patrons of the ability to use Falls Hotel car park as an overflow park at a cost of \$3 all day be approved.
5. That a report be brought back to the Henderson Community Board about the parking at Cranwell Car Park following the completion of the construction be approved.

Report prepared by: Clare Sarney, Leisure Planner: Leisure.



9 HENDERSON COMMUNITY BOARD MINOR PARKS PROJECTS 2007/2008

PURPOSE OF THE REPORT

The purpose of this report is to present the Community Board Minor Parks Projects and to obtain approval from the Henderson Community Board on the appropriate allocation of budget for the 2007/2008 Annual Plan. This report also requests that the Henderson Community Board consider revising the maximum amount to be spent on any one project.

BACKGROUND

The Community Facilities and Recreation Committee resolved to provide a discretionary budget for allocation by the Community Boards for Parks Capital Development Projects in December 1999. In the 2007/2008 Annual Plan the Council has allocated a total of \$120,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$28,000
Massey Ward	\$36,000
New Lynn Ward	\$35,000
Waitakere Ward	\$21,000

Project proposals have been requested from Community Board Members, Resident and Ratepayer Groups, sports clubs and other relevant community groups.

STRATEGIC CONTEXT

These projects contribute to Council's Urban and Rural Villages Platform, which has the objective that Town Centres are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy.

This platform is about ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and town centres. The objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

ISSUES

The need for a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Public Forum and other consultation processes. These projects are generally not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects is however an important means of meeting local needs within the community. It is recognised that Community Boards are the decision making bodies closest to the community to determine the priority for meeting these local needs.

The following principles provide the framework for decision-making regarding the funding of individual projects:

1. The funds are to be used for Park Development projects – this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
2. A maximum of \$10,000 can be spent on any one project in each financial year. The decision to extend the maximum amount of \$10,000 for any one project rests with the Community Board, but if they choose to extend the \$10,000 for any one project, a recommendation to City Development Committee is required.
3. Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria, however the decision as to final priority rests with the Community Board.

The above framework was established in 1999 and since that time construction costs have increased significantly. The budget amount was increased in 2005/2006 from \$100,000 to \$120,000 per year to reflect this. However the maximum amount to be spent on any one project also needs to be increased to reflect cost fluctuations.

As per item 2 above it is proposed that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

Possible Development Projects

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of a range of projects that can be undertaken for less than \$20,000. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

Project Type	Approximate Cost Including Consents, Supply and Installation
Basketball half court	\$14,000
Sealing an existing gravel car park approx. 250m ²	\$12,500 for 10 car parking spaces incl marking
Gravel path with timber edging	\$85 per lineal metre at 1.5m wide
Concrete path	\$125 per lineal metre at 1.5m wide
Creating/extending a gravel car park	\$7,000 for 10 car parking spaces
10 metre length of boardwalk	\$4,000
Macrocarpa bench seat	\$900
Macrocarpa bench seat with back	\$1,160
Macrocarpa picnic table	\$1,850
Town Centre/Urban Seat	\$805
Town Centre/Urban picnic table	\$1,650
Set of two swings with bark under surfacing, scuff mats, new edging and local drainage, incl WCC consent fees (new stand alone park),	\$15,000
Set of two swings with scuff mats in an existing playground, incl WCC Consent fees	\$5,000
Seesaw with bark under surfacing in an existing playground	\$3,500
Small playground for younger children with bark under surfacing, scuff mats, new edging and drainage, incl WCC Consent fees	\$25,000
Community Art Project	\$5,000
Small skate ramp- on existing slab	\$16,000
Planting - specimen trees	\$195 per tree
Planting - shrubbery	\$700 for 10 m ²
Barrier fencing (bollards & chain)	\$880 for 10 metres
Drinking Fountain (by water supply)	\$3,300 (includes \$500 water metre)
Drainage (major) - excludes new cesspit or manhole	\$2,000 for 10 metres
Standard Rubbish Bin - Parks Stainless Steel Bin	\$1,200 per bin
Colonial Galvanised Bin	\$875 per bin
Timber steps & handrail	\$5,500 for 10 metres
Park Name Sign - 2 panel	\$1,200
Community Sign - Council standard	\$3,000

The project proposals received are outlined below with estimated costs.

Project Proposals

The project recommendation In/Out column shown to the left in the tables below indicates the Parks Officer recommendations regarding each project. 'In' means the project is recommended to be considered for funding and 'Out' means the project is not recommended to be considered for allocation of funding for various reasons which are outlined in the report.

1.0 Taipari Strand Committee

Project	Description	Preliminary Assessed Cost	Officer In/Out	Recommendation
Taipari Strand	Install BBQ	\$8,000		In

2.0 Councillor/Community Board Member

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Halyard Common	Install macrocarpa seat with back	\$1,160	In
Roberts Green	Planting (garden)	\$1,500	In

3.0 Members of the Public

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Mc Leod Park	Install swings with safety under surface	\$15,000	In
	Install small playground with under surface	\$25,000	In
Cranwell Park	Install 2 x urban picnic tables	\$3,300	In

Decision Making

The decision making process, in accordance with Section 77 of the Local Government Act 2002, requires that the Community Board take the following into consideration while making their decision:

- The cost-benefits of each option in terms of present and future economic, environmental, social and cultural well-being;
- The extent to which community outcomes would be promoted or achieved;
- The impact of each option in providing for present and future needs.

RESOURCES

The total costs of project proposals received that are recommended by Parks Officers for consideration amount for funding amount to \$53,960. The Henderson Community Board allocation of funding for Minor Park Projects is \$28,000.

The Henderson Community Board will need to determine what projects are recommended for funding to the value of \$28,000.

CONCLUSION

The Henderson Community Board has been granted a discretionary budget of \$28,000 for Parks Capital Development projects for allocation towards projects of \$10,000 or less. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. It is recommended that the Henderson Community Board establish the priority for projects included in this report.

It is proposed that the Community Board asks the City Development Committee to consider an alteration in the decision making framework for the Community Board Minor Park Projects that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

RECOMMENDATIONS

1. That the Henderson Community Board Minor Parks Projects 2007/2008 report be received.
2. at the Henderson Community Board determines the priority projects for expenditure of the 2007/2008 Community Board Minor Parks Projects budget.
3. That the Henderson Community Board recommends to the City Development Committee that consideration be given, for Community Board Minor Park Projects, to raising the maximum amount to be spent on any one project from \$10,000 to \$20,000.

Report prepared by: Katharine Slack, Team Leader Parks Assets Development.



10 ROYAL VIEW ROAD, TE ATATU SOUTH - TRAFFIC CALMING MEASURES

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install Give Way signs and No Stopping At All Times parking restrictions in Royal View Road, Te Atatu South as part of the Annual Plan 2007/2008 Slow Street programme.

BACKGROUND

The Council receives frequent requests from residents for measures to slow traffic in residential streets. Slow Streets treatments are funded through the Annual Plan as a City-wide programme. The selection of sites is prioritised-based on a number of factors including traffic speed, traffic volume, accident records and the function of the road within the road network.

STRATEGIC CONTEXT

The 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.

The implementation of Slow Streets treatments focuses on addressing speed-related safety problems and providing a more pedestrian-friendly environment.

No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

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

ISSUES

Royal View Road is a local road running between Flanshaw Road and Te Atatu Road. The 2005 traffic counts show an average daily traffic volume of about 2,600 daily movements. The traffic volume in Royal View Road is appropriate to a local road, therefore it is concluded that the road is not used as an alternative route to avoid traffic. Royal View Road is a bus route. The geometry of the road and vehicle crossings along the road also restricts the placement of speed-calming devices.

Seven accidents were reported on Royal View Road (excluding its intersections with Flanshaw Road and Te Atatu Road) in the five-year period between 2001 and 2006. These accidents involved one injury. The accident history of the Land Transport New Zealand suggests benefits could be achieved through improving signs and road markings on Royal View Road.

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

The proposed scheme is aimed at providing the driver essential pieces of information needed for safe driving and includes the following:

- Give Way controls to improve road-user safety at intersections of Vera Road and McCormick Road, by reminding drivers to slow down when approaching the intersection in order to observe crossing traffic, and better defining turning priorities and reminding drivers of the need to give way when they do not have priority; and
- No Stopping At All Times restrictions at intersections to avoid vehicles parking at corners which obstruct driver's sight distance. No Stopping At All Times restrictions near islands prevent vehicles from parking in this vicinity, to ensure unimpeded, full view of the islands by approaching motorists.

A letter drop to inform the residents of Royal View Road of the proposed scheme has been undertaken and to date no responses have been received.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed safety measures can be implemented under the Annual Plan 2007/2008 Slow Streets budget.

CONCLUSION

The proposed scheme creates a much safer environment for motorists. The proposal to install Give Way controls is recommended to ensure vehicles are aware of the need to give way to traffic travelling down Royal View Road. The proposed new No Stopping At All Times restrictions in Royal View Road are recommended for clearway purposes.

RECOMMENDATIONS

- A2-A3
1. That the Royal View Road, Te Atatu South - Traffic Calming Measures report be received.
 2. That the proposed **SPEED-CALMING MEASURES** delineated on plan number 15620 (sheets 1-2) attached at pages A2 to A3 to the Agenda be approved.
 3. That in relation to **ROYAL VIEW ROAD, TE ATATU SOUTH:**
 - (a) That all existing parking restrictions or limitations currently applicable to **ROYAL VIEW ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination, provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions and controls be now resolved to be specified and imposed, namely,
 - (i) on the east kerbline of **MILICH TERRACE**, at a start point at the north kerbline of **ROYAL VIEW ROAD** to an end point of six metres further north, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerbline of **ROYAL VIEW ROAD**, at a start point at the east kerbline of **MILICH TERRACE** to an end point of six metres further east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the west kerbline of **MILICH TERRACE**, at a start point at the north kerb line of **ROYAL VIEW ROAD** to an end point of six metres further north, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the north kerbline of **ROYAL VIEW ROAD**, at a start point at the west kerb line of **MILICH TERRACE** to an end point of six metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the south kerbline of **ROYAL VIEW ROAD**, at a start point of the west boundary of No **35 ROYAL VIEW ROAD** to an end point of 20 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vi) on the north kerbline of **ROYAL VIEW ROAD**, at a start point of the west boundary of number 44 **ROYAL VIEW ROAD** to an end point of 77 metres further east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (vii) on the east kerbline of **MAY AVENUE**, at a start point at the south kerbline of **ROYAL VIEW ROAD** to an end point of six metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (viii) on the south kerbline of **ROYAL VIEW ROAD**, at a start point at the east kerbline of **MAY AVENUE** to an end point of 69 metres further east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (ix) on the west kerbline of **MAY AVENUE**, at a start point at the south kerbline of **ROYAL VIEW ROAD** to an end point of six metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (x) on the south kerbline of **ROYAL VIEW ROAD**, at a start point at the west kerbline of **MAY AVENUE** to an end point of six metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xi) on the east kerbline of **MCCORMICK ROAD**, at a start point at the north kerbline of **ROYAL VIEW ROAD** to an end point of six metres further north, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xii) on the north kerbline of **ROYAL VIEW ROAD**, at a start point at the east kerbline of **MCCORMICK ROAD** to an end point of six metres further east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xiii) on the west kerbline of **MCCORMICK ROAD**, at a start point at the north kerbline of **ROYAL VIEW ROAD** to an end point of six metres further north, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xiv) on the north kerbline of **ROYAL VIEW ROAD**, at a start point at the west kerbline of **MCCORMICK ROAD** to an end point of six metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xv) on the east kerbline of **VERA ROAD**, at a start point at the south kerbline of **ROYAL VIEW ROAD** to an end point of six metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xvi) on the south kerbline of **ROYAL VIEW ROAD**, at a start point at the east kerbline of **VERA ROAD** to an end point of six metres further east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xvii) on the west kerbline of **VERA ROAD**, at a start point at the south kerbline of **ROYAL VIEW ROAD** to an end point of six metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (xviii) on the south kerbline of **ROYAL VIEW ROAD**, at a start point at the west kerbline of **VERA ROAD** to an end point of six metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (xix) on the north kerbline of **ROYAL VIEW ROAD**, at a start point of the west boundary of number 80 **ROYAL VIEW ROAD** to an end point of 26 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (xx) on the north kerbline of **VERA ROAD** where it intersects with **ROYAL VIEW ROAD**, a new **GIVE WAY** control be put in place.
 - (xxi) on the east kerbline of **MCCORMICK ROAD** where it intersects with **ROYAL VIEW ROAD**, a new **GIVE WAY** control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and intersection priority controls.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



11 ALDERMAN DRIVE, HENDERSON - TEMPORARY P120 MOBILITY PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new temporary P120 mobility parking restriction on Alderman Drive, outside West Fono Health Trust.

BACKGROUND

A request has been received by the Council to install a new temporary P120 mobility parking space outside West Fono Trust Health on Alderman Drive. Currently there are two P60 parking restrictions in this location. West Fono Trust Health moved into this building some months ago. They were previously located on Lincoln Road behind Pizza Hut. They occupy the entire building on Alderman Drive and have some long term parking available for their customers at the back of the building.

They do not have adequate facilities for mobility parking at the back of the building and are in the process of building a ramp into the building at the back entrance. In the meantime they have requested a suitable location for mobility parkers to park close to the front entrance of the building.

It is proposed to remove one of the P60 parking spaces and replace it with one temporary mobility parking space.

STRATEGIC CONTEXT

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.

The provision of parking spaces set aside for the exclusive use of the disabled allows mobility impaired members of the community improved access to the commercial and public services provided in city centres

Restricted parking restrictions can be applied to ensure efficient use of parking spaces.

ISSUES

Currently there is no mobility parking facilities on Alderman Drive and the installation of a temporary P120 mobility parking restriction will provide easier access to the West Fono Health Trust on Alderman Drive.

No further consultation was required for the temporary P120 mobility parking restriction as verbal consultation has been undertaken during a site visit.

A4 The location of the new temporary P120 mobility parking restriction is shown on the aerial photograph attached at page A4.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new temporary P120 mobility parking restriction can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The new temporary P120 mobility parking restriction, is recommended to ensure ease of access for visitors to the West Fono Health Trust in Alderman Drive .

RECOMMENDATIONS

1. That the Alderman Drive, Henderson - Temporary P120 Mobility Parking Restriction report be received.
2. That in relation to **ALDERMAN DRIVE, HENDERSON**:
 - (a) That all existing parking restrictions or limitations currently applicable to **ALDERMAN DRIVE, HENDERSON** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,

- (i) on the west kerb line of **ALDERMAN DRIVE** outside the West Fono Health Trust, a **TEMPORARY P120 MOBILITY PARKING RESTRICTION**, be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



12 GARELJA ROAD, HENDERSON - NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of a request received to review the existing No Stopping At All Times parking restriction in Garelja Road, with a view to extending it across the frontage of property number 2.

BACKGROUND

A resident of Garelja Road has contacted the Council with concerns regarding a truck that is often parked on the road outside number 2. The resident believes this causes safety and sightline issues when they are exiting their driveway. Garelja Road is a local road 11 metres wide. There is not a high demand for parking and the road has sufficient width to accommodate parking on both sides of the road while still maintaining two lanes for traffic.

There are existing No Stopping At All Times parking restrictions (approximately 19 metres) marked on the road from the Henderson Valley Road intersection. This keeps the intersection clear for vehicles entering Garelja Road.

STRATEGIC CONTEXT

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

No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Garelja Road is a residential road and currently has no demand for parking. The majority of properties on this road have access to off-street parking and the roadside parking is predominately used for visitors to the street and residents that have more than one vehicle.

Consultation has been sent to the affected residents and to date two responses have been received. One response was in favour of the proposal; the other response was opposed to any proposed changes. This resident believes that to remove further parking from the street would greatly impact on the family and their parking needs. They currently have access to off-street parking on Henderson Valley Road and use Garelja Road for parking other family vehicles. This includes the truck that parks on Garelja Road.

The resident who requested the No Stopping At All Times parking restriction has been advised that their vehicle access is similar to others throughout the City with regard to visibility issues when exiting the driveway. They have also been advised that if vehicles are parked within one metre of their vehicle crossing, a parking officer can deal with this through enforcement.

A5 The location of the site requested for a proposed No Stopping At All Times parking restriction is shown on the aerial photograph at attached page A5.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

No resources are required.

CONCLUSION

The proposal to install a No Stopping At All Times parking restriction on Garelja Road received both strong and negative feedback. At this time it is recommended that no changes be made.

RECOMMENDATIONS

That the Garelja Road, Henderson - No Stopping At All Times Parking Restriction report be received.

Report prepared by: Jane Harris, Transport Technician: Transport Assets.



13 GLORIA AVENUE, TE ATATU PENINSULA - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

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

BACKGROUND

A resident of Gloria Avenue recently contacted the Council concerned with vehicles obstructing the vehicle crossing and parking close to the intersection of Gloria Avenue and Graham Avenue.

STRATEGIC CONTEXT

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

No Stopping parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

This section of Gloria Avenue is a mix of residential, retail and service-industry businesses. It is generally busy throughout the day. There are five vehicle entrances on this section of Gloria Avenue, on the northern kerb. Most of these vehicle entrances have short distances of kerbing between them. This kerbing is less than six metres in length and available for parking. In addition, vehicles park on Gloria Avenue close to the Graham Avenue intersection, causing visual obstruction to vehicles exiting their driveways.

The occupants of properties affected by the parking restrictions were consulted regarding this proposal. To date one verbal response has been received in favour of the No Stopping At All Times parking restriction.

A6

The locations of the proposed new parking restriction are shown on the aerial photograph attached at page A6.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure unobstructed entry/exit for the affected properties.

RECOMMENDATIONS

1. That the Gloria Avenue, Te Atatu Peninsula - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **GLORIA AVENUE, TE ATATU PENINSULA:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the north kerbline of **GLORIA AVENUE**, starting from the intersection of Graham Avenue and extending east for a distance of 30 metres, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician: Transport Assets.



14 RUTHERFORD SCHOOL TRAVEL PLAN - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the installation of new No Stopping At All Times parking restrictions on Titoki Street, Karamu Street, Gloria Avenue and Toru Street, Te Atatu Peninsula.

BACKGROUND

The Auckland Regional Transport Authority, in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:

"Make school journeys active, social, safe and sustainable."

The long term regional programme goal is to:

"Reduce car trips to school across the region by 9 per cent over a 10-year period (2004 - 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport. "

The Council has been involved in the TravelWise programme since 2003 and has completed and implemented Travel Plans at Fruitvale and Henderson South Schools. The Lincoln-Rathgar cluster of schools (three secondary, one intermediate and two primary schools) and the Rutherford cluster (secondary, primary, Kura Kaupapa and Kohanga Reo) have launched their Travel Plans and are in the implementation phase.

The Rutherford School Travel Plan was developed through the guidance of a Working Group that comprised representatives from the schools, Auckland Regional Transport Authority, Council and the Henderson Community Board.

The need for No Stopping At All Times parking restrictions was identified during the infrastructure design of the Kea Crossing and the chicanes for traffic calming for this location.

STRATEGIC CONTEXT

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

No Stopping restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Part of the Rutherford School Travel Plan is to install chicanes as a traffic calming measure in Karamu Street and Titoki Street. Therefore No Stopping parking restrictions are required at these identified locations to allow vehicles to manoeuvre through the chicanes unhindered by parked vehicles.

The Rutherford School Travel Plan also includes the installation of a Kea Crossing on Toru Street to the west of the intersection of Karamu Street and new kerb extensions on Gloria Avenue near Kotuku Street to increase pedestrian safety. It was identified that the installation of a new No Stopping At All Times parking restriction in this location is necessary as part of the Kea Crossing installation.

Residents in adjacent properties were advised of the new parking restrictions in July 2007. Any feedback received will be presented at the Community Board meeting.

The works also include a new roundabout at the intersection of Titoki Street/Toru Street to enable good traffic flow and speed calming.

A new flush median on Taikata Road from Yeovil Road to River Road will be painted as a new pedestrian traffic island will be installed on the road, near the intersection of Neil Avenue.

A7-A12

The locations of the new No Stopping At All Times parking restrictions and other parking controls are shown on pages A7 to A12 on the aerial photographs as listed below:

Attachment A... Titoki Street
Attachment B... Karamu Street
Attachment C... Gloria Avenue
Attachment D... Toru Street
Attachment E... Taikata Road

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic and pedestrian management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The markings can be implemented as part of the School Travel Plan budget for 2007/2008. Infrastructure for both the Lincoln-Rathgar and Rutherford Schools Travel Plans has received a subsidy from Land Transport New Zealand.

CONCLUSION

The installation of the new No Stopping At All Times parking restrictions in Titoki Street, Karamu Street, Gloria Street and Toru Street, Te Atatu Peninsula, is recommended to ensure traffic flow is not compromised

RECOMMENDATIONS

1. That the Rutherford School Travel Plan – New No Stopping At All Times Parking Restrictions report be received.
2. That in relation to **TITOKI STREET, TE ATATU PENINSULA**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **TITOKI STREET** from the western boundary of property number 10 extending east for a distance of 11 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **TITOKI STREET** from the western boundary of property number 32 extending east for a distance of 13 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the west kerb line of **TITOKI STREET** from the northern boundary of property number 50 extending south for a distance of 13 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the west kerb line of **TITOKI STREET** from the northern boundary of property number 56 extending south for a distance of 11 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the north kerb line of **TITOKI STREET** from the east boundary of property number seven vehicle entrance extending east for a distance of 12 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vi) on the north kerb line of **TITOKI STREET** from the mid boundary of property number 15 extending east for a distance of 13 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vii) on the east kerb line of **TITOKI STREET** from the south boundary of property number 25 extending north for a distance of 13 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (viii) on the east kerb line of **TITOKI STREET** from the north boundary of property number 33 extending south for a distance of 11 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

3. That in relation to **KARAMU STREET, TE ATATU PENINSULA:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
- (i) on the east kerb line of **KARAMU STREET** from the northern boundary of property number one extending south for a distance of 13 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the west kerb line of **KARAMU STREET** from the southern boundary of the vehicle entrance of property number two extending north for a distance of 14 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the east kerb line of **KARAMU STREET** from the northern boundary of property number 19 extending south for a distance of 13 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the west kerb line of **KARAMU STREET** from the southern boundary of property number 16 extending north for a distance of 13 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. That in relation to **TORU STREET, TE ATATU PENINSULA:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restriction be now resolved to be specified and imposed, namely,
- (i) on the south kerb line of **TORU STREET** approximately 16 metres from the intersection of Karamu Street and extending 15 metres west, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
5. That in relation to **GLORIA AVENUE, TE ATATU PENINSULA:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
- (i) on the south kerb line of **GLORIA AVENUE** approximately 7 metres from the west kerb line of Kotuku Street and extending 14 metres west, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerb line of **GLORIA AVENUE** approximately 15 metres from the east kerb line of **CELSMERE LANE** and extending 39 metres east, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

6. That in relation to **TORU STREET** and **TITOKI STREET, TE ATATU PENINSULA**:
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- (i) on the north kerb line of **TORU STREET** where it intersects with **TITOKI STREET** a new **GIVE WAY** control be put in place.
- (ii) on the south kerb line of **TORU STREET** where it intersects with **TITOKI STREET** a new **GIVE WAY** control be put in place.
- (iii) on the west kerb line of **TITOKI STREET** where it intersects with **TORU STREET** a new **GIVE WAY** control be put in place.
- A12 7. That the installation of a new **MEDIAN STRIP** in **TAIKATA ROAD, TE ATATU PENINSULA** delineated on attached at page A12 of the Agenda be approved.
- (a) That appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions, and intersection parking controls.

Report prepared by: Jane Harris, Transport Technician.



15 TRADING PLACE AND WAITAKERE LANE, HENDERSON - PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new P60 parking restriction and P120 mobility parking restriction on Trading Place, outside the Citizens Advice Bureau, and a P5 parking restriction on Waitakere Lane outside the Waitakere Central Library.

BACKGROUND

A request has been received by the Council to install a new P120 mobility parking space outside the Citizens Advice Bureau on Trading Place. Currently there are two mobility spaces outside the Waitakere Central Library on Waitakere Lane that runs between Ratanui Street and Trading Place. These mobility spaces were installed as a temporary measure until suitable permanent locations were found.

An additional request was received to extend the remaining P30 parking space on Trading Place into a P60. This will enable users to have sufficient time to visit the businesses in the area, e.g. Library, Unitec, Citizens Advice Bureau. It is understood the existing P30 time restriction is too short.

It is proposed to reinstate the two mobility parking spaces on Waitakere Lane into a P5 parking restriction to allow for a quick drop off and pick up area.

A review of all existing mobility parking spaces is currently underway in the Henderson Town Centre. On completion of this review, a report will be presented to the Henderson Community Board.

STRATEGIC CONTEXT

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.

The provision of parking spaces set aside for the exclusive use of the disabled allows mobility impaired members of the community improved access to the commercial and public services provided in city centres.

Restricted parking restrictions can be applied to ensure efficient use of parking spaces.

ISSUES

Currently there are no mobility parking facilities on Trading Place and the installation of a P120 mobility parking restriction will provide easier access to the businesses on Trading Place. Currently the two spaces in the service lane that runs between Ratanui Street and Trading Place are not suitable for those users visiting Trading Place due to the gradient and access issues in the service lane.

No further consultation was required for the P120 mobility parking restriction as verbal consultation has been undertaken during a site visit with Council officers and the Citizens Advice Bureau. It was at this time that the change for the existing P30 to P60 was also discussed.

A13

The location of the new P120 mobility parking restriction is shown on the aerial photograph at page A13.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new P60, P120 mobility parking restriction and P5 parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new P120 mobility parking restriction, new P60 parking restriction, and new P5 parking restriction is recommended to ensure ease of access for visitors to the businesses in Trading Place and Waitakere Lane.

RECOMMENDATIONS

1. That the Trading Place and Waitakere Lane, Henderson - Parking Restrictions report be received.

2. That in relation to **TRADING PLACE, AND WAITAKERE LANE, HENDERSON:**
- (a) That all existing parking restrictions or limitations currently applicable to **TRADING PLACE AND WAITAKERE LANE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **TRADING PLACE** outside the Citizens Advice Bureau, a **P120 MOBILITY PARKING RESTRICTION**, be put in place.
- (ii) on the west kerb line of **TRADING PLACE** outside the Citizens Advice Bureau, the existing **P30 PARKING RESTRICTION** be changed to a **P60 PARKING RESTRICTION**.
- (iii) on the south kerb line of **WAITAKERE LANE** outside the Library, the existing two mobility parking spaces be changed to a **P5 PARKING RESTRICTION**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jane Harris, Transport Technician.



16 WADIER PLACE, HENDERSON - NEW P15 PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new P15 parking restriction on Wadier Place, outside Waitakere Gardens and Wadier Apartments.

BACKGROUND

A request has been received by the Council to install a new P15 parking restriction outside Waitakere Gardens and Wadier Apartments on Wadier Place. Currently Wadier Place, Henderson is unrestricted and is used by all day parkers.

The request for the P15 parking restriction is to provide a short term parking area for Doctors, ambulances, and picking up/dropping off people, groceries etc.

STRATEGIC CONTEXT

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.

The provision of parking spaces provides an opportunity for all road users to locate suitable parking while conducting business, visiting friends family etc.

Restricted parking restrictions can be applied to ensure efficient use of parking spaces.

ISSUES

Currently there are no parking restrictions on Wadier Place. Vehicles may park in this street for unlimited times, causing frustration for the new developments on Wadier Place as visitors to the area are unable to find suitable parking.

A site meeting was held with the Waitakere Gardens Residents Association Secretary, members and management of Waitakere Gardens. Everyone was in agreement that some form of parking restriction was needed in this location. The Residents Association and Waitakere Gardens Management has liaised with the building manager of Wadier Apartments who was also in agreement with the proposal.

A14 The location of the new P15 parking restrictions is shown on the aerial photograph attached at page A14.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new P15 parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new P15 parking restriction is recommended to ensure ease of access for visitors to Wadier Place and local businesses in the area.

RECOMMENDATIONS

1. That the Wadier Place, Henderson - New P15 Parking Restriction report be received.
2. That in relation to **WADIER PLACE, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,

- (i) on the east kerb line of **WADIER PLACE** from a point 75 metres from the **SEL PEACOCK DRIVE** intersection, extending south for a distance of 12 metres a **P15 PARKING RESTRICTION** be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



17 AWAROA ROAD, HENDERSON - NEW BUS STOP RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval of a new bus stop on Awaroa Road, Henderson.

BACKGROUND

Currently there is a large gap between bus stops on Awaroa Road, Henderson. One bus stop is located outside number 40 Awaroa Road and the next closest bus stop is in Great North Road. This is a gap of approximately 750 metres. A request has been received to install an additional bus stop outside number 94 Awaroa Road, Henderson.

STRATEGIC CONTEXT

The 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

Council officers visited the area and identified a location that is currently being used as an informal bus stop outside 94 Awaroa Road, Henderson. This bus stop is not sign-posted or marked out on the road. Residents adjacent to the proposed bus stop have been consulted and have no objection to the proposed location.

A15 The location of the proposed change is indicated at attached page A15.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new bus stop can be implemented under the Annual Plan 2007/2008 road maintenance budget.

CONCLUSION

The proposal for the new bus stop in Awaroa Road, Henderson is recommended to allow continuity of public transport services and to maintain the Council and regional standard of an average of 400 metre spacing between bus stops.

RECOMMENDATIONS

1. That the Awaroa Road, Henderson - New Bus Stop Restriction report be received.
2. That in relation to **AWAROA ROAD, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerbline of **AWAROA ROAD**, outside property number 94, the **BUS STOP** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stop control.

Report prepared by: Jane Harris, Transport Technician.



18 AWAROA ROAD, SUNNYVALE - NEW KEA CROSSING AND BUS STAND

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Kea Crossing to be installed on Awaroa Road, Henderson, to the north of the Gregg Place intersection, and a new bus stand, 2.45 pm to 3.15 pm school days only, outside number 18 Awaroa Road.

BACKGROUND

A request was made by Sunnyvale Primary School for a pedestrian-crossing facility to assist children cross Awaroa Road before and after school, and a new bus stand.

STRATEGIC CONTEXT

The 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.

Providing a dedicated Kea Crossing would enable a safer environment for school children.

ISSUES

A16 In order to improve safety and a means for school children to cross Awaroa Road, a new Kea Crossing is recommended as shown at attached page A16. A Kea Crossing is an adult-supervised pedestrian crossing point that consists of lollipop signs, road markings and other signage.

The proposed works will consist of the following:

- New painted limit lines for traffic to stop at a safe distance behind the crossing point;
- Signage to alert oncoming drivers of the Kea Crossing ahead; and
- A bus stand, 2.45 pm to 3.15 pm school days only, outside number 18 Awaroa Road for use by the school bus.

A search of the Land Transport New Zealand database shows that in the past five years there have been three reported accidents in the vicinity, all relating to westbound vehicles losing control on the left-hand bend on Awaroa Road. The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred.

Adjacent residents are currently being consulted, and the consultation results will be reported at this meeting.

A16 The location of the changes is indicated at attached page A16.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works can be funded from the Annual Plan 2007/2008 Minor Safety Works budget.

CONCLUSION

A new Kea Crossing on Awaroa Road, Henderson will provide a safer means for school children to cross the road under the supervision of an adult. A new bus stand on Awaroa Road will provide a designated place for the bus to stop.

RECOMMENDATIONS

1. That the Awaroa Road, Sunnyvale - New Kea Crossing and Bus Stand report be received.
2. That in relation to **AWAROA ROAD, SUNNYVALE:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) a new **KEA CROSSING** be put in place on **AWAROA ROAD**, to the north of the **GREGG PLACE** intersection and outside number 1 Gregg Place and number 9 Awaroa Road.

- (ii) on the north kerbline of **AWAROA ROAD**, starting from a point 28 metres east of the east kerbline of **GREGG PLACE** and extending east for a further 11 metres, a new **BUS STAND 2.45 PM TO 3.15 PM SCHOOL DAYS ONLY** restriction be put in place.
- 3 That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said crossing and bus stand.

Report prepared by: Kong Jin Png, Senior Transport Engineer: Transport Assets.



19 COVIL AVENUE/BRAEBANK LANE, TE ATATU SOUTH - NEW INTERSECTION IMPROVEMENT

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Give Way control, No Stopping At All Times restriction and the construction of traffic islands at Braebank Lane at the intersection with Covil Avenue, Te Atatu South.

BACKGROUND

Due to resident feedback of drivers speeding through the intersection on Covil Avenue and Braebank Lane, the Henderson Community Board, at their meeting of 8 September 2005, approved in principle as follows:

- “1. That the Braebank Lane - Intersections with Covil Avenue and Bridge Avenue New Give Way Controls report be received.
2. That the proposed new Give Way control on Covil Avenue on the eastern approach to the intersection with Braebank Lane be approved in principle by the Henderson Community Board, subject to public consultation being carried out and for a further report being presented to the Henderson Community Board for final approval.
3. That the proposed new Give Way control on Braebank Lane at the intersection with Bridge Avenue be approved in principle by the Henderson Community Board, subject to public consultation being carried out and a further report being presented to the Board for final approval.”

1762/2005

This scheme involved installing a Give Way control on Covil Avenue before the intersection with Braebank Lane, making the section of Covil Avenue (no exit) a minor road and the section of Covil Avenue (leading to Te Atatu Road) and Braebank Lane the main road.

The reasons for this arrangement were:

- The anticipation of more traffic using Braebank Lane with the signalisation of Covil Avenue with Te Atatu Road; and
- To curb the high speeds of traffic entering Covil Avenue/Braebank Lane.

Consultation with residents was carried out in March 2006. Two residents were in support of the scheme. There were no objections. The works are programmed in the Annual Plan 2007/2008 Minor Safety Works budget.

A17 The plan at attached page A17 shows the scheme which was used in the consultation.

STRATEGIC CONTEXT

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

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

ISSUES

Detailed investigation was carried out at this intersection in April 2007 as part of the detailed design requirement. It was found that the proposed scheme of making Braebank Lane and Covil Avenue the main road will introduce some safety and practical issues, and thus it was concluded that having Braebank Lane a Give Way control and Covil Avenue the main road to be a more suitable design. The movements of long vehicles, such as cars with boat trailers, have been considered in the design.

A18 The revised proposed scheme is shown at attached page A18.

As in the previous scheme approved in September 2005 and consulted with the residents in March 2006, parking restrictions around the intersection of Covil Avenue and Braebank Lane will still be required. These no-stopping-at-all-times restrictions are required to improve drivers' sight lines and enable large vehicles to manoeuvre at the intersection.

The traffic islands would encourage cars to slow down as they carry out turning movements at the intersection.

Consultation with residents and owners has been carried out. One resident replied to express his support for the scheme; another expressed his concern regarding vehicles with boat trailers not being able to track around the traffic islands. The Te Atatu Boating Club has been informed.

RESOURCES

The proposed traffic islands, road signage and markings can be implemented under the Annual Plan 2007/2008 Minor Safety Works budget.

CONCLUSION

The new Give Way control on Covil Avenue/Braebank Lane, the new Traffic Islands, and the new No Stopping At All Times parking restrictions are recommended to improve road-user safety at this intersection.

RECOMMENDATIONS

1. That the Covil Avenue/Braebank Lane, Te Atatu South - New Intersection Improvement report be received.
2. That the installation of a new traffic side island outside number 28 on the northwest kerb on **COVIL AVENUE** be approved.
3. That the installation of a new traffic centre island at the intersection of **BRAEBANK LANE**, delineated attached at page A18 to the Agenda, be approved.

A18

4. That in relation to **COVIL AVENUE** and **BRAEBANK LANE, TE ATATU SOUTH**:
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- (i) on the northwest kerbline of **COVIL AVENUE**, starting from the western kerbline of **BRAEBANK LANE** and extending west to a point approximately 16 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the northeast kerbline of **COVIL AVENUE**, starting from the eastern kerbline of **BRAEBANK LANE** and extending west to a point approximately 14 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iii) on the southern kerbline of **COVIL AVENUE**, starting from 8 metres east of the vehicle crossing at house number 31 Covil Avenue and extending east to a point 45 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iv) that a new **GIVE WAY** control be put in place on **BRAEBANK LANE** where it intersects with **COVIL AVENUE**.
 - (v) on the eastern kerbline of **BRAEBANK LANE**, starting from the northeast kerbline of **COVIL AVENUE** and extending north to a point approximately 22 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (vi) on the western kerbline of **BRAEBANK LANE**, starting from the northwest kerbline of **COVIL AVENUE** and extending north to a point approximately 22 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and controls, and intersection priority control.

Report prepared by: Kong Jin Png, Senior Transport Engineer: Transports Assets.



20 **HEPBURN ROAD/ADDISON DRIVE, GLENDENE - NEW TRAFFIC ISLAND AND NO STOPPING AT ALL TIMES RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Traffic Island and new No Stopping At All Times restriction to be installed at the Hepburn Road/Addison Drive intersection.

BACKGROUND

A request was made by a member of the public who lives at number 61 Hepburn Road, Glendene for vehicles to slow down as they turn into Addison Drive from Hepburn Road. Some vehicles have been running into their front yard. A new traffic island on Addison Drive will discourage drivers turning in from Hepburn Road from travelling too fast, reducing the risk of losing control of their vehicles.

STRATEGIC CONTEXT

The 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.

Provision of traffic islands improves road-user safety by slowing vehicles to ensure efficient, safe movement of vehicles on roads.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there has been one reported accident in the vicinity, and this involved non-injury. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to install a new traffic island which will prevent drivers from turning into Addison Drive at high speeds. A No Stopping At All Times restriction is required near the new traffic island so that large vehicles can turn easily without being obstructed by the traffic island and parked vehicles.

Adjacent residents are currently being consulted, and the consultation results will be reported at this meeting.

A19 The location of the new Traffic Island and No Stopping At All Times are shown on the aerial photograph at attached page A19.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works can be funded from the Annual Plan 2007/2008 Minor Safety Works budget.

CONCLUSION

A new traffic island at the Hepburn Road / Addison Drive intersection will improve traffic safety.

RECOMMENDATIONS

1. That the Hepburn Road/Addison Drive, Glendene - New Traffic Island and No Stopping At All Times Restriction report be received.
- A19 2. That the installation of a new **TRAFFIC ISLAND** on **ADDISON DRIVE, GLENDENE** as delineated on plan number 2007/30-3 as attached at page A19 to the Agenda, be approved.
3. That in relation to **ADDISON DRIVE, GLENDENE:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,

- (i) on the west kerbline of **ADDISON DRIVE**, starting from the south kerbline of **HEPBURN ROAD** and extending south for a further 15 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerbline of **ADDISON DRIVE**, starting from the south kerbline of **HEPBURN ROAD** and extending south for a further 15 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
4. That in relation to **HEPBURN ROAD, GLENDENE:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the south kerbline of **HEPBURN ROAD**, starting from the west kerbline of **ADDISON DRIVE** and extending south for a further 10 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the south kerbline of **HEPBURN ROAD**, starting from the east kerbline of **ADDISON DRIVE** and extending south for a further 10 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- 5.. 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 parking restrictions and limitations, and intersection priority control.

Report prepared by: Kong Jin Png, Senior Transport Engineer: Transport Assets.



21 HENDERSON VALLEY ROAD/CORBAN AVENUE, HENDERSON - NEW INTERSECTION IMPROVEMENTS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for new intersection improvements for the Henderson Valley Road/Corban Avenue intersection.

BACKGROUND

Currently there are considerable delays being experienced by drivers who wish to turn right out of Corban Avenue during peak periods. Also, large commercial vehicles have to swing very wide to turn left into and out of Corban Avenue.

STRATEGIC CONTEXT

The 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.

The intersection improvement works here will increase the intersection efficiency and road safety.

ISSUES

Busy traffic flows on Henderson Valley Road during peak periods can make it difficult for drivers to turn right out of Corban Avenue and substantial delays can be experienced.

A search of the Land Transport New Zealand database shows that in the past five years there have been seven reported accidents at the intersection. Four of these involved right-turning vehicles from Corban Avenue being struck on their right by southbound traffic on Henderson Valley Road (towards the roundabout at Forest Hill Road/Border Road).

A20-A21

The new intersection improvements and Clear Way works are shown at attached pages A20 to A21.

Proposed improvements comprise the following:

- Construction of a traffic island on Henderson Valley Road to guide turning vehicles;
- Construction of new kerblines as part of the intersection widening to cater for large truck manoeuvres;
- Re-marking of the flush median markings and road edge line on Henderson Valley Road to encourage right-turning vehicles from Corban Avenue to use it for merging with northbound traffic on Henderson Valley Road;
- Providing an extra lane on Corban Avenue;
- The removal of some sections of on-street parking in Henderson Valley Road from Number 111 to 115 and from Number 126 to 124;
- Restrict some turning movements; and
- Installation of a section of clearway during the peak hours on the west side of Corban Avenue, so that left-turning traffic from Corban Avenue would not be obstructed by parked cars and right-turning traffic queues.

The purpose of the traffic island on Henderson Valley Road is to ensure that vehicles turning right from Corban Avenue keep to the merging lane and not onto the northbound traffic lane. It also serves as a speed-calming device on Henderson Valley Road.

Adjacent residents have been consulted and no adverse feedback has been received. A site meeting was organised with the owner of 119 Henderson Valley Road, as the new traffic island would restrict right-turn movements into their driveway. The owner had received the consultation letter and expressed her verbal disapproval of the traffic island during the site meeting. She was asked to formally raise her objection. To date Council has not received her objection in writing.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works is estimated to cost \$55,000 and can be funded from the Annual Plan 2007/2008 Minor Safety Works budget.

CONCLUSION

New intersection improvements works at Henderson Valley Road/Corban Avenue will improve its operation and improve traffic safety.

RECOMMENDATIONS

1. That the Henderson Valley Road/Corban Avenue, Henderson - New Intersection Improvements report be received.
2. That the installation of a new **TRAFFIC ISLAND** on **HENDERSON VALLEY ROAD**, six metres from the western kerblines of **CORBAN AVENUE** be approved.
3. That in relation **HENDERSON VALLEY ROAD, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restriction be now resolved to be specified and imposed, namely,
 - (i) on the north kerblines of **HENDERSON VALLEY ROAD**, starting from a point 42 metres east of the east kerblines of **CORBAN AVENUE** and extending east for a further 33 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the south kerblines of **HENDERSON VALLEY ROAD**, starting from a point 21 metres east of the east kerblines of Corban Avenue and extending east for a further 42 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iii) outside number 2 Corban Avenue, a new **NO RIGHT TURN** restriction be put in place.
4. That in relation **CORBAN AVENUE, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerblines of **CORBAN AVENUE**, starting from a point 20 metres south of the south kerblines of **HENDERSON VALLEY ROAD** and extending south for a further 15 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerblines of **CORBAN AVENUE**, starting from a point 15 metres south of the south kerblines of **HENDERSON VALLEY ROAD** and extending south for a further 20 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iii) on the west kerblines of **CORBAN AVENUE**, starting from a point 40 metres south of the south kerblines of **HENDERSON VALLEY ROAD** and extending south for a further 50 metres, a new **CLEAR WAY 7.00 AM TO 9.00 AM AND 4.00 PM TO 6.00 PM** restriction be put in place.

5. 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 parking limitations and restrictions.

Report prepared by: Kong Jin Png, Senior Transport Engineer, Transport Assets.



22 SCHOOL ROAD, TE ATATU SOUTH - NEW FLUSH MEDIAN AND PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a flush median with parking restrictions opposite Edmonton Primary School, Te Atatu South.

BACKGROUND

A request was made by Edmonton Primary School to address issues of congestion during school drop-off and pick-up times. Currently vehicles waiting to turn right into the school from School Road can block westbound traffic flow due to the narrow carriageway width.

STRATEGIC CONTEXT

The 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.

The provision of a flush median would ensure efficient, safe movement of vehicles on roads.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been no reported accidents in the vicinity. The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred.

It is proposed to install a flush median, which will provide space for cars wishing to turn right into Edmonton Primary School to remain clear of westbound traffic on School Road. The flush median would also serve to narrow-down the lanes in both directions to curb speeding.

Adjacent residents are currently being consulted and the results of consultation will be reported to the Henderson Community Board at this meeting.

A22 The new flush median and parking restrictions are shown at attached page A22.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works can be funded from the Annual Plan 2007/2008 Maintenance budget.

CONCLUSION

A new flush median with parking restrictions on School Road will improve traffic operation at the school's entrance and also help to calm traffic on School Road.

RECOMMENDATIONS

1. That the School Road, Te Atatu South - New Flush Median and Parking Restrictions report be received.
2. That in relation to **SCHOOL ROAD, TE ATATU SOUTH:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restriction be now resolved to be specified and imposed, namely,
 - (i) on the south kerbline of **SCHOOL ROAD**, starting from a point 104 metres to the west of the west kerbline of **EDMONTON ROAD** and extending west for a further 19 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Kong Jin Png, Senior Transport Engineer: Transport Assets.



23 2007/2008 HENDERSON WARD FOOTPATH AND SLOW STREETS' PRIORITY LISTS

PURPOSE OF THE REPORT

The purpose of this report is to enable the Henderson Community Board to consider priorities for footpath improvements and slow streets' projects.

BACKGROUND

Council's footpath network is approximately 889 kilometres. A footpath condition rating was carried out in December 2006, with a view to identifying the level of defects that would pose a health and safety hazard to the public.

Tripping hazards are of high importance to the Council. These occur mainly due to tree roots and settlement between the adjacent portions of footpath creating a lip by vertical displacement.

The slow street programme has been confirmed with the Henderson Community Board and a representative from Transport Assets in July 2007.

STRATEGIC CONTEXT

The 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.

The implementation of slow streets' treatments focuses on addressing speed-related safety problems and providing a more pedestrian-friendly environment. However, implementing slow streets has some negative consequences, including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants, including public transport.

ISSUES

Footpath maintenance

A23 During the footpath condition rating, the vertical displacements on the footpaths were measured and recorded as high lip. When this vertical displacement is greater than or equal to 15 mm, then it is considered to be a safety hazard. An example of high lip is shown at attached page A23.

A24-A42 Footpath condition ratings identified 1,060 locations within the Henderson Ward with high lips. These are shown at attached pages A24 to A42.

Repairs to high lips are traditionally done through replacing the slab on one side to match the other side. The average cost for slab replacement is \$90 per location. The total cost to eliminate tripping hazards within the Henderson Ward is \$95,400.

Alternatively, some of the tripping hazards can be eliminated by grinding, which would cost \$40 per location. Based on the case study along Humphrey Kemp Avenue, it is estimated that 45% of the high lips can be eliminated by grinding. Therefore, the cost estimate to eliminate the tripping hazard within the Henderson Ward is as follows:

Number of hazard locations identified is 1,060	
Grinding at 477 locations at \$40 per location =	19,080
Slab replacement at 583 locations at \$90 per location =	52,470
	<hr/>
	\$71,550

Slow Streets

The slow street work programme for 2007/2008 is as follows:

- 1) Waitaki Street, Henderson is in the design stage and Council is considering appropriate options; and
- 2) Royal View Road, Te Atatu South - it is proposed to install a Give Way control and No Stopping At All Times parking restrictions.

Addison Drive, Glendene has moved from the slow street programme to the minor safety programme and expected to be implemented in 2007/2008. It is proposed to construct a throat island and an advanced curve warning sign at the Addison Drive and Hepburn Road intersection.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002.

The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

Funding is available from the Annual Plan 2007/2008 Footpath Renewals' budget to eliminate the tripping hazards.

Funding is available from the Annual Plan 2007/2008 Slow Street budget for the implementation of the slow street programme.

CONCLUSION

The work programme set out in this report will enable priority footpath repairs and the slow street programme to be implemented within the available Annual Plan 2007/2008 funding. It is therefore recommended that the programme be approved.

RECOMMENDATIONS

1. That the 2007/2008 Henderson Ward Footpath and Slow Streets' Priority Lists report be received.
2. That the list of footpath locations for repairs attached at pages A24 to A42 to the Agenda be received.
3. That Waitaki Street, Henderson be approved for slow street improvements subject to consultation.
4. That Royal View Road, Te Atatu South be approved for slow street improvements.

A24-A42

Report prepared by: Canute Chandrakumaran, Principal Engineer, Operations and Renewals: Transport Assets.



24 PROJECT TWIN STREAMS UPDATE

GLOSSARY

Auckland Regional Council (ARC)

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with an update of Project Twin Streams outcomes to August 2007.

BACKGROUND

In 1997/1998 Council initiated studies to address stormwater effects in the Oratia and Opanuku Streams. This work led to the creation of Project Twin Streams, with a successful application made to Infrastructure Auckland for funding to implement solutions, over a 10-year period, to avoid, remedy and mitigate these effects in ways that also achieve social, cultural and economic outcomes.

The purpose or kaupapa for Project Twin Streams is:

Working together for healthy streams and strong communities: creating a sustainable future.

Project Twin Streams is an exciting and innovative, multi-faceted project which is gaining national and international recognition. It focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruhuru Creek catchments. This project weaves together the issues of integrated storm water management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with a sustainable community development approach. The Project Twin Streams catchment has a population of 100,000 people and covers 10,000 hectares.

Central to the long-term success of the project, is finding ways of raising people's awareness of the causes of the degradation of streams and behaviour changes to address these. This requires working across all aspects of wellbeing (environmental, social, economic and cultural) and actions that promote strong, healthy, engaged local communities who understand the challenges facing their catchment and take responsibility for them.

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and is contributing to the implementation of the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms and its contribution to Community Outcomes - Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Projection, Whaiora (Participation in society). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of community outcome priorities.

In particular, Project Twin Streams supports the Council's strategic platforms of:

- **Strong Communities** - people are active, healthy and content;
- **Active Democracy** - people feel they can make a difference. There are high levels of community participation and respect for each others' views;
- **Green Network** - caring for natural areas. Projection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems; and
- **Three Waters** - stream restoration and resolving stormwater management issues.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation, as required by the Local Government Act 2002.

Outcomes

Planting & Maintenance Programme

The Project Twin Streams - Swanson, Waimoko, Momutu, Opanuku, Oratia, Waikumete and Bishop Streams and Henderson Creek are showing evidence of extensive planting of eco-sourced native plants forming a riparian margin of around 15 metres. There are now significant sections of the stream banks that form continuous new planting.

Of the 79,088 plants planted this planting season, 72 percent (57,280) have been planted by the local communities of Waitakere.

Highlights for the 2007 Planting Season:

- The Project Twin Streams Community Contract Organisations have engaged 3,721 volunteers in planting, site preparation and maintenance activities;
- Nine successful community planting days have occurred in Ranui, Opanuku, Oratia, Glen Eden and Henderson, with events being well-attended by local residents;
- There are 29 groups now adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth-at-risk groups, church groups, alternative education groups and whānau groups; and
- Fifteen local schools are actively engaged in Project Twin Streams - both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.

Community Contracts & Community Engagement

A key goal of Project Twin Streams is to build community ownership of the Project in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. This is being achieved through contracts with community-based organisations to deliver Project Twin Streams in their communities. This means that local organisations with local knowledge are the driving force of the project.

With five fully-operative community contract organisations now on board, increased community engagement is being facilitated across the six communities within the Project Twin Streams catchment. This is reflected in the statistics, which show a significant rise in stream restoration activities being undertaken by communities. The following is a brief update of some of the achievements from each area:

- **Ranui-Massey:** covering Swanson, Waimoko and Momutu Streams from Birdwood Road to Huruhuru Creek. Te Ūkaipō Mercy Initiatives for Rangatahi was the first community contract organisation to be engaged to deliver Project Twin Streams in their locality. This project is being delivered in association with the Ranui Action Project. From January 2005 to July 2007, 41,745 plants have been planted by the local community and 100 percent of public areas along the stream banks have been adopted by 10 local groups, including three schools - this includes taking responsibility for site preparation, planting and maintenance. These groups represent a diverse range of cultures and abilities, including youth-at-risk groups, church groups, sporting groups, the Massey Pony Club and the Agape Trust. They continue to draw high numbers of residents at community planting days, usually around 100 adults and children, which always include live music, a BBQ, art activities and activities for children and a significant amount of planting achieved.
- **Henderson - Community Waitakere:** (formerly West Auckland District Council of Social Services) are actively engaging residents and groups in the Henderson area to restore Henderson Creek. Henderson Pak'nSave is committed to restoring the stream bank adjacent to the store and they are establishing an annual Pak'nSave Planting Day. New Settlers Out West Chinese Group participated in a guided walk, with the help of a translator, along Henderson Creek and ended with planting and a celebration lunch. Two very successful planting days were held in July with the Waitakere Gardens Retirement Village and their families, and also along Epping Esplanade.
- **Henderson Valley - Corban Estate Arts Centre:** is delivering this contract in association with Waitakere Pacific Arts & Cultural Trust and WEA (Workers Education Association) to restore the Opanuku Stream to Border Road. A great start to the planting season was made with the Corban Estate Art Centre annual Children's Art Exhibition, where Project Twin Streams now has a prominent focus. An impressive amount of work has been undertaken by local groups, schools and Community Corrections to restore Corban Estate. The stream, as it runs through Corban Estate, has been transformed and is a great show case for what communities can achieve. There are now 12 groups with adopted areas alongside the Opanuku streamside.

A very successful, although small in numbers, planting day was organised for staff at Council. It is hoped there will be on-going involvement in the adoption of the section of the stream adjacent to the Opanuku Reserve opposite the Civic Centre by Council.

- **Glen Eden:** covering Waikumete and Bishop Streams. This community contract is being delivered by EcoMatters Environment Trust in partnership with Glen Eden Primary School. Although this is only the first year of their contract, there has been active engagement with all the five schools in the area, with teachers attending a combined school planning day and working to integrate Project Twin Streams into the curriculum. Teachers have conveyed that students have produced fantastic written work in class and at home after participating in Project Twin Streams activities. Over the month of June 2007, 2,500 trees were planted in four different sites in the Waikumete catchment, with an estimated 500 community members involved.
- **McLaren Park:** covering the Oratia Stream is being delivered in a community contract with McLaren Park Henderson South Community Initiatives. This is the newest contract organisation. Although their community coordinator has only been in place since March 2007, two public planting days have taken place with a great turnout of between 100-150 people at each event. As well as getting plants in the ground, Oratia Stream events are all about 'Westie Style Creative Fun' with the involvement of local musicians and artists.
- **Swanson:** there is no community contract but a local resident is contracted to continue to engage Swanson residents in the restoration of Swanson Stream. Enthusiastic locals have planted all the public areas and the challenge is now to restore the stream banks running alongside the Redwood Park Golf Club. A good relationship has been established with the green keeper and the Golf Club and Swanson School have done one planting, and another weeding event is being planned for November 2007.

This community development model is proving extremely successful in facilitating diverse and significant community engagement in Project Twin Streams. The Project has reached a 'tipping point' where local communities are now actively committed and engaged in stream restoration activities and claiming the streams as the heart of their neighbourhoods.

Creative Processes

Using creative methods to engage people's hearts and minds in reconnecting with their natural environment is proving to be an essential tool in the success of the stream restoration programme of Project Twin Streams. It also provides a tangible and fun way for people, particularly children, to engage in activities to strengthen their connection to sense of place and the special significance of the Waitakere waterways as they flow from the Ranges to the Sea.

A small sample of current creative engagement projects include:

- Pupils at Henderson South School are working on a mural which shows the positive impact of their work on their adopted areas. The finished mural will be hung on an outside wall of the school hall for all passers-by to see.
- Liston College and Henderson High School are working on a concrete sculpture which will be placed close to the cycle and walkway at Corban Estate Arts Centre.
- Six tiled posts, made by pupils from Henderson High School, have been placed alongside the Opanuku Stream to mark the school's adopted area of the stream. Each student painted their own tile to identify the area and to mark their relationship to the stream.
- In Glen Eden, a Project Twin Streams Celebration Arts Performance is taking place at Glen Eden Intermediate School on 13 September 2007. This performance will feature a number of local schools and groups who are part of Project Twin Streams.

Walk and Cycleways

In 2004, an application was approved by Infrastructure Auckland (now Auckland Regional Holdings) for \$5.2 million to construct walk and cycleways along the Opanuku, Oratia and Waikumete Streams. An additional subsidy of \$3.1 million from Land Transport New Zealand has also been approved.

Construction is now well underway on a number of the planned walk and cycleways:

- The Oratia segment from Parrs Cross Road to Millbrook Road is almost complete, with the links to the Sunnyvale Railway Bridge and underpass being finalised;
- The Lower Opanuku segment, extending from Alderman Drive over the Great North Road intersection and through Corban Estate up to Border Road, is 95 percent completed; and
- The Lower Waikumete segment from Seymour Road, through a purpose-built wetland to intersect with the Oratia section, is due to be completed by the end of September 2007.

The Upper Opanuku segment from Border Road onto Henderson Valley Road, and the Upper Waikumete segment from Ceramco Park to Savoy Road, are both under final design review. The Millbrook Road segment is currently being designed.

Construction of only one of these segments will occur during the period October 2007 - February 2008. The remaining two segments will be constructed in the 2008/2009 financial year, as there was insufficient provision in the Annual Plan 2007/2008 to construct them all during this period.

Walk and Cycleways as Education for Sustainability

In 2006, a successful funding application was made to the Ministry for Environment's Sustainable Management Fund to provide additional funding for:

- Research into permeable pavers as a more sustainable alternative to impervious surfaces for the walk and cycleways;
- Educational signage that promotes the sustainability, environmental and health benefits of the walk and cycleways; and
- A community festival to launch the walk and cycleways that focuses on educating the community on the benefits of sustainable technologies used in the walk and cycleways, coupled with its wider benefits in terms of sustainable transport, health and the broader Project Twin Streams vision.

On 21 April 2007, a celebration launch for the Project Twin Streams walk and cycleways was held at Corban Estate. It was opened by the Mayor and included creative educational displays, walking and cycling events, storytelling and lots of fun. It was a great success, with approximately 1,800 members of the public in attendance.

A set of nine educational signs are in the process of being completed and will shortly be erected along key points of the walk and cycleways.

Walk and Cycleways as an Opportunity for Arts Initiatives

Finding creative opportunities to connect people to their natural environment and the streams is key to Project Twin Streams. Including art in the walk and cycleways also is an opportunity to celebrate the diversity of Waitakere and provide a sense of community ownership and an incentive for people to use them. Many of the art initiatives involve collaborations with key stakeholders in Project Streams, including Te Kawarau a Maki, Ngati Whatua and the local schools and communities.

The art initiatives include:

- Emblems of the Project Twin Streams logo embedded in concrete at the entranceways to the walk and cycleways;
- Tile artworks depicting flora and fauna, iwi stories and cultural histories have been inserted into the concrete paths;
- A 'community site' is being developed on each pathway. The 'shape' and amenity of these sites is currently being defined through local community consultation processes;
- There are two pou whenua being developed with Te Kawarau a Maki, although yet to be finalised. They will stand as firm foundations close to the streams; and
- Modest art interventions are being planned for the 10 bridge and boardwalk structures along the walk and cycleways. Text/literature will be the starting point for creative inspiration. Bodies of text will be gathered in collaboration with the Project Twin Streams Community Contract Organisations holding workshops in local schools that have adopted stream areas, and text passages will be aesthetically fitted into the bridge and boardwalk structures.

Property Buy Outs

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Road area (2003), in Henderson Valley (2004) and Glen Eden (2005) for stormwater management and riparian margin development. To date settlement has been reached on 75 out of 90 properties; 14 more are under negotiation. Part purchases and easements are also progressing well for the Cycle and Walkways and resolutions are expected on all properties.

This property purchase process has been highly successful. This has meant that it has not been necessary for Council to resort to using the Public Works Act to acquire properties and be engaged in negative publicity.

Relationship with Manawhenua and Iwi

There continues to be strong support from both Te Kawarau a Maki and Ngati Whatua for Project Twin Streams. Both iwi are involved in designing art works signifying their connection to the land.

A Pa Harakeke site along the Opanuku Stream is currently being designed. The initial funding for this project was from Sustainable Communities and is being led by Project Twin Streams Opanuku in consultation with Te Kawarau a Maki, UNITEC, Manaaki Whenua and local weavers.

An Innovative Approach to Integrated Catchment Management Planning for Project Twin Streams

Project Twin Streams is working with the Ecowater Integrated Catchment Management Team, Auckland Regional Council (ARC) and Landcare Research to develop a quadruple bottom line integrated catchment management plan for the Project Twin Streams catchment. The ARC have agreed in principle to this proposal and its innovative potential to build on the community engagement strategies of Project Twin Streams to engage communities to take ownership of the water issues in their own catchment. The greatest impact on managing stormwater is through individual and collective behaviour change.

Achieving Project Twin Stream Goals through Collaborative Partnerships

Project Twin Streams has been one of two demonstration sites for Sustainable Communities, one of the work strands of Sustainable Auckland, which is a government demonstration project. This brought additional resources of \$65,000 - \$85,000 a year for the past three years. The partners were the ARC, Department of Internal Affairs and Project Twin Streams. This demonstration project came to an end in June 2007. The final project has been the production of a very moving 12 minute DVD, bringing the community voices of residents and groups involved with Project Twin Streams.

A key outcome of Sustainable Communities has been to continue the relationship between Council and the ARC, with a Memorandum of Understanding which will progress a Project Twin Streams Sustainable Catchment Model. The purpose of this memorandum is to develop a shared understanding of what a sustainable catchment is and identify opportunities to enable this to be pursued. This will include a quadruple bottom line Integrated Catchment Management Plan and planning for long-term community governance and funding.

Progressing Project Twin Streams Economic Goals

There are a number of exciting opportunities arising from Project Twin Streams for local community economic development and skills training. However, there is little on-the-ground support to assist these opportunities to be realised. This is a problem not just for Waitakere but is also a gap nationally in economic development strategies.

A Green Technology Steering Group led by Sustainable Business Network and comprising Council, Beacon Pathways and EcoMatters Trust, was established in 2006 with the goal of making sustainable goods and services mainstream in the Project Twin Streams Catchment. A database has been compiled of local suppliers of sustainable goods and services and an action plan produced providing recommendations for future actions. This work will be developed through alignment of work programmes of Council's economic development programme and other external partners, such as Beacon and Sustainable Business Network.

Evaluating the Effectiveness of a Quadruple Bottom Line Approach

The Project Twin Streams Integrated Evaluation Framework was published in February 2007. Implementation of the first phase of evaluation from 2003 to June 2007 is beginning and is being led by the research unit within Strategy. This formative phase of evaluation will be completed by February 2008.

Regional and International Recognition

The Project Twin Streams Community Contract Organisations were Highly Commended in the Sustainable Urban Communities category at the ARC's Sustainable Environment Awards held on 9 August 2007. These bi-annual awards recognise and celebrate outstanding environmental achievement in the Auckland region.

Project Twin Streams is also a finalist in the prestigious Australian-based 2007 International Thiess Riverprize competition. The winners of this AUD\$300,000 competition will be announced at a special ceremony on 4 September 2007 in Brisbane and will be attended by the Chief Executive Officer and the Group Manager: Asset Management.

Future Directions for the Project

Governance and Strategic Management of Project Twin Streams

Over the last six months there has been a focus on achieving Cross-Council support and ownership for Project Twin Streams. This has been very successful. A governance and management structure has been agreed to, which includes a joint governance role with the ARC and strategic management of the Project being lead by Strategy through a Cross-Council Strategic Steering Group, including representation from the key parts of Council. This provides exciting opportunities for collaborations and alignment of work programmes to progress Project Twin Streams as a quadruple bottom line project.

Sustainable Catchment-Sustainable Living Programme

It is proposed to build on the demonstrated success of Project Twin Streams restoration programme, in particular the extensive community engagement through the community contracts to engage diverse local communities in a sustainable-living programme. This programme will assist Council to meet its goals for climate change, water, waste, carbon emission reduction, energy and transport.

It is proposed to engage local community organisations to assist groups of local residents to vision what is required to make their own households and neighbourhoods sustainable, and to take actions to achieve their individual and collective actions. This will include working with households to assist them to understand the wider sustainability issues related to their day-to-day lives and making changes in the way they live through water, energy and waste reduction and alternatives to the use of private cars. The programme will also include water and energy retrofitting of houses. A community development grass roots approach will be used, working through local networks to engage and build the capacity of residents and communities to understand the issues and implement actions towards more sustainable living. A demonstration project for this financial year is being planned as an initial step to implementing this programme.

RESOURCES

The resources available are as follows:

- Funding of \$38.2 million has been allocated from Infrastructure Auckland (now administered by Auckland Regional Holdings) for stormwater management, repair and restoration of 56 km of stream banks and to provide social and economic benefits as outlined in the contract. \$19.5 million has been claimed for the value of the property purchases and planting achieved to date;
- Funding of \$5.2 million has been allocated from Infrastructure Auckland for the construction of walk and cycleways along the Oratia, Opanuku and Waikumete streams. \$1.1 million has been claimed for the value of the design and construction achieved to date, with another claim of in excess of \$1 million in progress;
- Funding subsidy of \$3.1 million has been secured through Land Transport New Zealand to top up the funding required for the Project Twin Streams walk and cycleways. Steps need to be taken to ensure this funding is still available in the 2008/2009 financial year;
- Direct funding of approximately \$240,000 from Sustainable Communities over three years was secured to progress agreed social, cultural and economic goals of the programme. This funding has now ceased as of June 2007;
- Funding of \$250,000 from Ministry for Environment Sustainable Management Fund 2006 for education on sustainable technologies and for a community festival and launch of the walk and cycleway project; and
- Additional funding has been received from Financial Contributions.

In the long term, additional funding will be required to sustain the project beyond 2012.

CONCLUSION

Project Twin Streams now has systems and processes in place to ensure the project is well placed to successfully achieve its contractual obligations with Infrastructure Auckland by 2012. The ways of delivering this project, through a community development model using creative processes to engage local communities, is proving overwhelmingly successful, with local communities now planting 72 percent of plants and significant areas of the streams being adopted by local groups.

The project has also acted as a catalyst for engaging communities in wider issues of how to create a sustainable catchment through learning how to live more sustainably and integrated catchment management planning. With the partnership with the Auckland Regional Council being confirmed through a Memorandum of Understanding, and a Strategic Cross-Council Steering Group in place, Project Twin Streams has a wider support base to fulfil its potential.

RECOMMENDATION

That the Project Twin Streams Update report be received.

Report prepared by: Jenny Chilcott, Programme Leader - Social, Project Twin Streams: Strategy.



25 COMMUNITY WELLBEING FUND ALLOCATION 2007/2008

GLOSSARY

Community Wellbeing Fund	(CWF)
Auckland Savings Bank Community Trust	(ASB Community Trust)
The Trust Community Fund	(TTCF)

PURPOSE OF THE REPORT

The purpose of this report is for the Henderson Community Board to assess applications and allocate funding for the Community Wellbeing Fund (CWF).

BACKGROUND

The CWF provides small sums of money to a wide range of groups in the community, who provide local services and activities on a voluntary or 'not for profit' basis.

Recently the Council increased the amount of money allocated to the CWF to align with the current cost price index. The total amount allocated to the Community Wellbeing Fund is now \$110,000. Of this total amount, \$55,000 is tagged to City-wide projects which the Finance and Operational Performance Committee reviews. The balance is allocated to each community board on a ward-population basis.

STRATEGIC CONTEXT

The Local Government Act 2002 states that as part of the preparation of the Long Term Council Community Plan, a set of community outcomes must be identified for the City. Council takes these into account in the formulation of its strategic direction and budgeting and provides a mandated set of strategic outcomes to assess grants against.

A number of Council's Community Outcomes and Council's Strategic Platforms priorities have a strong connection to social wellbeing. The Community Outcomes and Strategic Platforms priorities are proposed to be the key areas for which the CWF would be assessed against. The key Community Outcomes include: Strong Communities, Toiora, Urban and Rural Villages and Working Together. Council Platforms are Strong Communities and Urban and Rural Villages.

As part of the prioritisation process, applications to the CWF will be assessed against the contribution for achieving the social-wellbeing oriented Community Outcomes and Council's Strategic Platforms priorities.

ISSUES

In the recent 2007/2008 funding round, seven applications were received as applicable to the Henderson Community Board. Two of these applications were ineligible and five eligible, requesting a total of \$7,000. The maximum amount that can be applied for by each applicant is \$1,500. The total amount of funding that is available to distribute to the Henderson Community is \$13,065.

The advertising for this funding round consisted of:

- Two advertisements in the Western Leader "Open now" and "Closing soon";
- Community Assistance Newsletter - posted to 1,000 community groups;
- CWF workshops (Maori, Pacific Island and general);
- Community capacity-building workshop (96 participants);
- Intranet/ Internet information;
- Information and application forms were provided to: -
 - Waitakere City Council libraries
 - Waitakere City Council Community Centres
 - Citizen's Advice Bureau
 - Community Waitakere;
- Information sent out via email and posted to the following Council-owned databases:
 - Maori Issues
 - Community funding
 - Pacific Island Advisory Board
 - Wellbeing Collaboration group.

In September 2006, Council's Finance and Operational Performance Committee recognised the oversubscription problems with the CWF and made the following directive that:

"A working party consisting of one Councillor from each ward together with Council officers work through the issue of setting criteria and priorities for the Community Wellbeing Fund so as to align it with Council's strategic direction in an attempt to rationalise the number of applications."

1830/2006

Review of the CWF

In response to the above resolution, Council undertook a review process of the CWF focusing on:

Working party established

A working party of Council officers was established to address the issues with setting criteria and priorities for the fund, and in addition to consider alignment with Council's strategic direction in order to better rationalise the number of applications for the City-wide fund.

Alignment with external funding sources

A needs-based survey was conducted of community groups and funding agencies in order to assess alignment of the CWF with other external funding sources. The survey identified that for a large percentage of community groups, funding was difficult to obtain for their administration and ongoing operation costs. It is therefore recommended that these areas are given a high priority in future assessment of CWF applications.

Type of activity funded

An analysis of past CWF allocations took place by Council officers which identified a bias towards funding projects for equipment costs, while the number of applications for education, training, and strategic planning projects had been steadily declining.

Community Outcomes and Council's strategic direction

Council officers have conducted a review of the strategic direction and criteria analysis of the CWF and propose that the assessment of CWF applications take into account the level of social-wellbeing-orientated outcomes, and Council's Strategic Platforms priorities.

Maori and Pacific Island applications

The low number of Maori and Pacific Island applications to the CWF had been analysed by a working party of Council officers, including the Maori Issues team and Pacific Island Advisory Board Coordinator. It was determined that in order to improve the number of applications to the CWF from these groups, ongoing consultation with increased information and education sessions on the application process would be beneficial.

At the May 2007 meeting of the Finance and Operational Performance Committee, the review of the CWF was received and the following recommendations were approved:

- "1 That the Community Wellbeing Fund 2006/2007 report be received.*
- 2. That future applications to the Community Wellbeing Fund be prioritised against the Community Outcomes and Council's strategic platforms be approved.*
- 3. That a review of the Community Assistance Policy be undertaken and reported back to the Finance and Operational Performance Committee for approval."*

839/2007

Action points from the CWF review

The issues that the CWF review identified were considered in the 2007/2008 round of allocations:

Maori and Pacific Island applications

Consultation workshops were held for Maori and Pacific Island applicants to provide advice and support on how to complete a successful application to the CWF. During workshops, Maori and Pacific Island applicants were provided with the opportunity to discuss what projects they would like to be funded by the CWF.

- Maori applicants identified the following: language, training and support; environment and cultural activities (Maori perspective on the environment); women's wanaga (workshops on health and wellbeing topics); Marae kawa (protocol); and creating tukutuku panels in Maraes. (Creating carved tukutuku panels provides youth with skills, understanding the materials where they come from, inter-relating with elders, and gain knowledge from elders and family.)
- Pacific Island applicants identified the following: cultural adjustment programmes; elderly needs; single parents' workshops; homework centres; youth and driving license educational programmes (it was noted that a number of Pacific Island youth did not have their driver's license); gardening - growing community vegetable gardens; workshops on how to access funding and provide appropriate accountability; and workshops about local government processes.

It was noted that the fact that the CWF criteria states that arts and cultural projects will *not* be funded, was a significant barrier to Maori and Pacific Island applicants. Culture and Art was considered an intrinsic component of all their activities and projects. It is recommended that a review of these criteria is completed and adapted for the next round of funding.

Alignment with external funding sources and the type of activity that is funded

- Equipment receives no points because external funding agencies provide support for these types of projects;
- Strategic planning and training receives a high number of points because there are significant long-term benefits from organisations carrying out these activities;
- Volunteer expenses and events are provided with a medium score, as it was identified that external funding agencies provide support to organisations that request volunteer expenses; and
- A medium score is allocated to community events which could be supported by external funding agencies and the Council's Public Affairs events fund.

Purpose of the organisation linking with CWF policy priorities

The priority purposes of an organisation were identified in the CWF and Community Assistance policies as: social service, support, advice, health and disability; services targeted to Maori, Pacific Island, minority ethnic groups, children, women or older people and community-based education.

- The applications score higher if they were able to provide support to more than one of these priorities.

Organisation and project's contribution to the Community Outcomes

- Applications are assessed against a number of relevant Community Outcomes including: Strong Communities, Working Together, Toiora - Healthy Lifestyles, and Urban and Rural Villages.
- Each organisation's project is assessed against the Community Outcomes priorities and as to whether it provides a measurable outcome.

Level of benefit to the community

- The level of which the project benefits the community is assessed to ascertain the amount of benefit the community will receive and whether it would be a long-term or of short-term benefit.

Number of residents from Waitakere City that will benefit from the project/activity

- The number of people that benefit from the project results in a higher score.

In consultation with Community Outcomes Strategic Advisor and a Business Analyst, the following issues were identified as also necessary for the assessment:

Organisation's financial position

If an organisation is relatively self-sufficient (i.e. an organisation has a high Net Operating Surplus and significant assets) then it receives a low score. However, if the organisation is in need of financial assistance (i.e. the applicant has a Net Operating loss and no assets) then it receives more points. Please note: this criteria has a small weighted percentage because it is still under construction and needs a more robust system of review.

Size of funds requested

Consideration of the amount of funds requested by an organisation is taken into account, so those that request less money will have more weight than those that request more money.

New criteria and scoring system

From the work undertaken as identified above, a new criteria and scoring system has been established in collaboration with Council's Strategic Advisor: Community Outcomes and Financial Business Analyst.

Each organisation was scored out of ten (ten being the highest score and zero the lowest) on the following items, which were then multiplied by their weighted percentages:

- Type of activity (30%);
- Purpose of the organisation (15%);
- Contribution to the Community Outcomes (15%);
- The level of benefit to the community (10%);
- Number of residents within Waitakere benefited (10%);
- Organisation's financial position (5%); and
- Size of funds requested (15%).

Each application is scored on weighted criteria identified above. These scores are then added together and then a total grade (i.e., percentage) is assigned to each application. Each application is then prioritised based on their grades. Applications will be declined for the community board areas if they are graded less than 40%. Due to the low number of applications made to the community boards, the fail grade is lower than the City-wide fund (which has a higher number of applications).

A consultation/analysis group (included the following representatives from the Auckland Savings Bank Community Trust (ASB Community Trust) and The Trust Community Fund (TTCF), as well as Council officers: Strategic Advisor of Community Outcomes, Senior Community Liaison Officer, Wellbeing Collaboration Project Manager, Events and Special Projects Manager, and Social Infrastructure Planner) conducted an assessment of the criteria and scoring using a random sample of CWF applications. This resulted in refining the measures to those that were approved and used in this round of CWF.

Application Information

Although significant advertising was conducted of the CWF, it is of concern that there were a low number of applications submitted to community boards. Therefore it is recommended that a review takes place to identify improvements to the community board funding.

A43-A49

The original applications are available for inspection from the Council Grants Officer prior to and at the meeting. Attached at pages A43 to A49 is a one-page summary. All applications have been sorted from highest to lowest in terms of their grade. This assessment has been based on the information provided in the application.

It is suggested that the Henderson Community Board work through the applications in order, making a preliminary allocation on each application. The Community Board may then wish to go back and revisit any allocation before coming to a final decision.

FUNDING AVAILABLE

The Henderson Community Board has a total of \$13,065 to allocate via this scheme. The community board has five eligible applications to consider for financial assistance with the total amount requested being \$7,000 (please see the attachment at page Axx for scores).

Group Name	Grade	Funds Eligible	Funds Recommended
Henderson Budget Service	100%	\$1,500	\$1,500
Summerland Playgroup	100%	\$1,500	\$1,500
McLaren Park Community Project	43%	\$1,500	\$1,500
Henderson Kindergarten	41%	\$1,160	\$1,160
Te Atatu South Kindergarten	40%	\$1,340	\$1,340
Glendene Playcentre	Ineligible		
Edmonton Scout Group	Ineligible		
		\$7,000	\$7,000

CONCLUSION

There are five eligible applications for financial assistance, totalling \$7,000, with a total budget of \$13,065 to allocate. It is suggested that the Henderson Community Board work through the applications in order, making a preliminary allocation on each application.

The Board may then wish to go back and revisit any allocation before coming to a final decision.

Due to the low number of applications to the community board funding, it is recommended that a review takes place to identify improvements.

The criteria of the CWF that states arts and cultural projects will not be funded, should be reviewed in consideration of the intrinsic value these components have to all Maori and Pacific Island projects.

That the CWF priorities and criteria now align with the Community Outcomes and Council's strategic direction and that the new scoring system be received by the Committee.

RECOMMENDATIONS

1. That the Community Wellbeing Fund Allocation 2007/2008 report be received.
2. That the Henderson Community Board agrees to provide any unallocated funding to the citywide fund.
3. That a review is undertaken regarding the low number of applications to the Henderson Community Board.
4. That the Henderson Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report and the following recommended amounts set out below:

Group Name	Grade	Funds Eligible	Funds Recommended
Henderson Budget Service	100%	\$1,500	\$1,500
Summerland Playgroup	100%	\$1,500	\$1,500
McLaren Park Community Project	43%	\$1,500	\$1,500
Henderson Kindergarten	41%	\$1,160	\$1,160
Te Atatu South Kindergarten	40%	\$1,340	\$1,340
Glendene Playcentre	Ineligible		
Edmonton Scout Group	Ineligible		
		\$7,000	\$7,000

Report prepared by: Greta Buchanan, Council Grants Officer: Leisure.



26 TE ATATU PENINSULA TOWN CENTRE UPDATE

GLOSSARY

Town Centre Strategic Partnerships Programme (TCSPP)
 Long Term Council Community Plan (LTCCP)
 Business Improvement District (BID)
 Te Atatu Peninsula Community Centre (Community Centre)
 Te Atatu Peninsula Library (Library)

PURPOSE OF THE REPORT

The purpose of this report is to present an update to the Henderson Community Board on projects being undertaken in Te Atatu Peninsula Town Centre, which include the Town Centre Strategic Partnerships Programme, Te Atatu Town Centre Concept Plan Review, and planning for the redevelopment of Te Atatu Peninsula Library (Library) and Te Atatu Peninsula Community Centre (Community Centre).

BACKGROUND

A report was taken to the Henderson Community Board on 7 December 2006, which outlined a programme for preparing a revised concept plan for the Te Atatu Peninsula Town Centre in response to significant population growth, a change in the demographics of the resident population, and development pressures in this town centre. This report also identified other related projects in this area, the Town Centre Strategic Partnerships Programme (TCSPP), and the redevelopment of the Te Atatu Peninsula Library and Community Centre, as identified in the 2006-2016 Long Term Council Community Plan (LTCCP). This report provides an update on the progress of these programmes.

STRATEGIC CONTEXT

The town centre concept plan review, the TCSPP, and the redevelopment of the Library and Community Centre contribute to the following four Strategic Platforms:

- **Urban and Rural Villages** - A concept plan and vision for the Te Atatu Peninsula Town Centre will provide a clear direction for any future development. This will ensure the area develops as a thriving place for people to work live and play.
- **Integrated Transport and Communication** - the access and circulation around the town centre by walking, cycling and passenger transport in preference to private vehicle usage will be considered as part of the concept plan.
- **Strong Innovative Economy** - The Business Improvement District (BID) programme aims to establish and support a strong business association which will have flow on benefits to the local economy.
- **Strong Communities** - The process of developing the concept plan is based on a high level of business and community participation. The desire to create more active streets in the town centre, and to upgrade essential community infrastructure through the redevelopment of the Library and Community centre will contribute to an improvement in the over all well-being of the community.

ISSUES

Since the 7 December 2006 report was received by the Community Board there has been significant progress in each of these project areas. However the timelines originally identified in this earlier report have been extended to incorporate the programme of public consultation, necessary for the delivery of this project. Project updates and revised timelines are outlined below.

Te Atatu Peninsula Town Centre Concept Plan Review

The aim of this project is to develop an inclusive and comprehensive concept plan and medium term implementation plan, which identifies a range of redevelopment options for key sites in Te Atatu Peninsula Town Centre. Planning for this programme of work anticipates that the first site that will be developed as part of the implementation of this plan will be the redevelopment of the Library and Community Centre. Table 1.1 below identifies updated timelines for this programme of work.

Task / Stage of Work	Updated Timeline	Stage of Completion
Background Material Review.	(Complete 31/08/2007)	Underway
Update of the demographic profile of Te Atatu Peninsula.	(Complete 31 /08/2007)	Underway
Preparation of base maps of land ownership, use, values and zones.	(Complete 31 /08/2007)	Underway
Initial Consultation & Focus Groups Town Centre Consultation & Business	(Stage I complete 31/07/2007) September/ October	Completed

Task / Stage of Work	Updated Timeline	Stage of Completion
Planning Further Public Meetings & Focus Groups	September - March 2008)	Ongoing Ongoing
Design Framework	(draft complete for internal workshop 10/09/2007)	Underway
Concept Plan Update	Complete 31/03/2007)	Task to commence from 10/09/2007.

The project governance structure has been developed and a project plan is now in place. The key actions completed under the above schedule have been as follows:

- Consultation with the community through four focus group forums undertaken in July 2007. The four discussion themes for these meetings were the Library and Leisure Centre upgrade, Heritage of the Town Centre and Peninsula, Town Centre Infrastructure Improvements, and Town Centre Business requirements;
- Further consultation with iwi and young people has been programmed to occur over the next two months;
- Internal consultation is being undertaken with Council's asset and operational departments to identify key issues affecting Te Atatu Peninsula with respect to parks and open space, transport and movement, and community art programmes;
- Incorporation of the BID Association;
- Strategic and Business Plan completed by the new BID Association.

The next steps for this programme are to develop a design framework, which will draw on all of the issues and opportunities identified in the consultation process and will develop a range of scenarios for future development of Te Atatu Peninsula Town Centre

The final step will be to refine and finalise a concept plan for the town centre, drawing on the outputs from the design framework. From this Concept Plan officers will be in a position to prepare implementation plans, and commence detailed concept planning for Community Centre and Library redevelopment, in response to the community aspirations for this town centre, as identified through the design framework stage.

Town Centre Strategic Partnerships Programme

Waitakere City Council adopted a Town Centre strategy which aims to establish mutually beneficial partnering programmes in Waitakere between the Council and stakeholders in each town centre plus other urban districts. The districts which participate in these programmes are called business improvement districts ("BIDs").

These programmes have the potential to contribute substantially to economic growth, employment opportunities and prosperity in the city. They are designed to be the Council's primary vehicle for local economic and business development initiatives. They will also provide a point of focus for local support for town centre improvement programmes, whether community programmes or Council lead urban design initiatives.

The primary objectives of a BID programme will be to enhance the physical environment, promote business creation and development, and increase employment and local business investment in business improvement districts. A BID programme may also involve community development and heritage conservation.

The aim this programme is to empower a business association which represents the BID, and which can work to implement agreed concept plans alongside the Community Board and the Council.

The Association has incorporated, and has written their business plan to be approved at their AGM on 12 September 2007. This will bring them to the final stage of the process of becoming a BID, which consists of a Council Poll on their voters / members in order to establish a targeted rate to fund their activities.

Library and Community Centre Redevelopment

The Waitakere Library and Leisure Services departments are represented in the project control group and anticipate that the updated concept plan will form an important part of an architectural design brief for the upgrade of the library and leisure centre. Actions to date under this programme of work have been as follows:

- Capital and design budget allocated through the LTCCP;
- Input to Town Centre consultation programme;
- Library Services and Leisure Services officer involvement in the Town Centre Concept Plan Review and public consultation process.

RESOURCES

A budget of \$73,000 has been carried forward into the 2007/2008 financial year for work associated with the review of Te Atatu Peninsula Concept Plan.

The progression of Te Atatu Peninsula BID Association through the partnership process is funded out of Te Atatu Strategic Projects budget.

A capital works budget of \$2,442,000 has been allocated in the draft Annual Plan 2008/2009 for the redevelopment of the Library. A further capital works budget of \$100,000 has been allocated in the Annual Plan 2007/2008 for design work for the redevelopment of the Community Centre. Once initial concept development has been undertaken, Council will need to evaluate and consider the projects to see if sufficient resourcing has been provided, and whether the project should continue.

CONCLUSION

The review of the concept plan for Te Atatu Peninsula Town Centre presents an important opportunity to align three core town centre focused programmes. This work will result in the development of a vision for this town centre that reflects the aspirations of the Council and the community.

This town centre vision will provide a strategic brief for Council to consider the redevelopment of the Library and Community Centre, and will support future planning for the BID.

RECOMMENDATION

That Te Atatu Peninsula Town Centre Update report be received.

Report prepared by: Rochelle Edwards: Strategic Planner; Strategic Projects, Robin Jenkin-Winter: Principal Adviser, Town Centre Liaison; Strategic Projects.



27 **EXTENSION OF THE PRINGLE PARK BOWLING CLUB (INC) CLUBROOMS AND PROPOSED NEW LEASE**

GLOSSARY

Pringle Park Bowling Club (Inc) (the Club)

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on the proposed extension of the building occupied by the Pringle Park Bowling Club (Inc) (the Club) located on Jack Pringle Park as well as the granting of a new lease to the Club.

BACKGROUND

Jack Pringle Park is a city-wide park therefore jurisdiction for development on this park resides with the City Development Committee.

The Club, formerly Te Atatu RSA Bowling Club (Inc), hold a ten year lease on part of Jack Pringle Park. The lease expires on 30 May 2009.

The building is a popular community asset, being used by other sporting groups, local businesses and organisations, along with being hired to the public for private functions. The toilets and changing rooms located inside the building are also regularly utilised by teams using the adjacent sports fields at no charge.

Due to its location and reputation as a quality facility, the building is in high demand by the above mentioned groups. This has resulted in members having limited access to their Club facilities.

Councils Community Leases Policy was adopted in 1998 and provides that priority for leases will be given to groups that increase participation in community activities. Priority is also to be given to groups able to demonstrate a strong community support for the services they offer.

STRATEGIC CONTEXT

Council has adopted a platform of 'Strong Communities', which addresses how the Council supports the health and wellbeing of the City's residents. The development of leisure facilities in the City contributes to this platform by providing:

- Positive impact on the social, cultural and environmental wellbeing of the City;
- Providing places for healthy activity and recreation;
- Leisure facilities and services that people enjoy.

ISSUES

Current Lease

The proposed extension is within the area of land covered by the lease. The lease was granted under sections 54 of the Reserves Act 1977 which requires the Ministry of Conservation to approve the erection of buildings.

Proposal

A50 The Club has sought Council approval to extend their building located in the leased area by 42m². The extension will also include a deck of similar area. A plan of the proposed extension is attached at page A50.

The extension will result in a small self-contained lounge area for members only. The area will also include two toilets and a bar. External access to this self-contained area will be made on the south side of the addition. The exterior of the proposed extension will be made out of the same materials as the existing building.

As outlined in the background, the building is regularly used by other community and sporting groups as well as the general public, limiting member access to the building. The extension will allow members to remain at their Club whilst giving other groups use of the existing building area.

Te Atatu Town Centre Reserves Management Plan

The Te Atatu Town Centre Reserve Management Plan, which includes Jack Pringle Park, was adopted in September 1999 by the Henderson Community Board.

Policy 5, on page 18 states:

- “(i) In considering any future request for built development within the Reserves ensure that this will not impact on the balance of open space within the Reserve and will retain good public access into, and visibility of, the Reserve.*
- (iv) Allow no further building (with the exception of a small skate facility) on the eastern portion of Jack Pringle Park.”*

A51 The proposed extension is a minor extension to an existing building and will have minimal impact on the park. The extension will not encroach into open space and will be constructed on an undeveloped section of land in between the current building and the neighbouring Te Atatu Returned Services' Association clubrooms. This is indicated on the attached map at page A51 and will permit better utilisation of the facility.

Proposed Lease

For the purposes of applying for funding, the Club have requested the Council grant a new lease.

It is proposed that a community lease of two terms of five years be granted to the Club in order for the Club to be able to apply for funding for the project. The lease would comply with the Council Community Leasing Policy and be granted on the terms of the standard community lease. Upon granting of the new lease, the current lease would be terminated.

The main terms of the standard lease are as follows:

- a) that the tenant is required to maintain the building;
- b) that the lease complies with section 61 of the Reserves Act 1977 and may be terminated where the premises are not being sufficiently used for the sport of bowling and related community activities;
- c) that the provision enables Council to terminate the lease (with notice) where the premises are required for another purpose, that is in Council's opinion, of greater public interest.

Decision Making

This proposal has been presented to Council by the Club and has the approval of Council officers.

Approval is subject to obtaining resource and building consent as well as satisfying additional conditions set by Council officers.

RESOURCES

In respect of the proposed extension, the only Council resources required would be further staff time prior to and during the construction process. The proposed extension will be fully funded by the Club

There are no budget implications for granting of new leases other than staff time.

CONCLUSION

The proposed extension of Club at Jack Pringle Park will have a positive community impact benefiting both the Club members and current and future communities of Waitakere.

RECOMMENDATIONS

1. That the Extension of the Pringle Park Bowling Club (Inc) Clubrooms and Proposed New Lease report be received.
2. That the Henderson Community Board recommend to the City Development Committee that the proposed extension of the building occupied by the Pringle Park Bowling Club (Inc) by approximately 42m² be approved, subject to obtaining resource consent and building consent and any conditions set by Council officers.
3. That the Henderson Community Board recommend to the City Development Committee that the approval of the Minister of Conservation under section 54 of the Reserves Act 1977 be obtained in respect of the extension to the building in no. 2 above.
4. That the Henderson Community Board recommend to the City Development Committee that the Chief Executive Officer be delegated authority to negotiate and grant a lease of two terms of five years to the Pringle Park Bowling Club (Inc) in respect of part of Jack Pringle Park (being part Lots 3 and 5, DP 68642 and part Lot 27, DP 87346).

Report prepared by: Sarah Natac, Customer Liaison Officer, Parks and Open Space.



28 EXTENSION OF THE WHITE HOUSE LOCATED ON LLOYD MORGAN PARK

This item has been removed from the Agenda.



29 **HERBICIDE REDUCTION TRIALS**

PURPOSE OF THE REPORT

The purpose of this report is to bring back to the Henderson Community Board, the outcome of the Zita Maria Park Herbicide Reduction Trial and provide an update on mulching trials and research being carried out during 2007/2008 to find methods to reduce herbicide use.

BACKGROUND

As part of implementing Council's herbicide reduction policy, a trial was set up between August 2004 and October 2005 to compare the costs and effects of maintaining a multi-use park, Zita Maria Park, without the use of herbicide. Starling Park was used as a control park in which weeds were being controlled by the use of herbicide for the purpose of the trial. This trial was carried out by Techscape Limited and the final report on the results delivered to Council in February 2006.

A change of roles in Parks staff and the prioritisation of work load during staff shortages has determined the lapse of time taken to report back the Zita Maria Park Herbicide Reduction Trial.

A copy of the final report will be circulated separately to members.

STRATEGIC CONTEXT

The Waitakere City Council 'Strong Communities' and 'Green Network' platforms provide the strategic context for this report. The 'Strong Communities' vision is for people to be active, informed, healthy and content. They feel safe and there is a strong sense of community. Our City is a great place for children. We enjoy our diversity of lifestyles and people. The 'Green Network' is about caring for natural areas. The City's parks, bush and streams form a "Green Network" that provides homes and "highways" for wildlife and recreational areas for people.

Controlling weeds in natural areas and on roadsides is a requirement of the 2005 Draft Parks and Open Space Strategy. Council currently uses herbicide to control weeds in the majority of its operations, however some members of the community believe that spraying weeds with non-organic herbicides are dangerous for their health and the health of the environment, therefore investigation into the cost and performance to their alternatives is important.

ISSUES

Zita Maria Park Herbicide Reduction Trial - 2004/2005

The following methods of non-herbicide weed control were used in the trial: hand-weeding, hot water treatment and gas burning. Weed control using herbicide was carried out and monitored in Starting Park to provide a control.

Hand-weeding was carried out between October 2004 and December 2005, with the following conclusions:

Advantages:

- No herbicide is used therefore method is favourable to some members of the community;
- Scheduled work can be undertaken in all weather;
- Eradicates visible weeds instantly;
- Easily accessible to all areas of park.

Disadvantages:

- Labour intensive and low motivation of workforce;
- Expensive;
- Re-growth is faster;
- Disposal of weed rubbish;
- Removal of multiple or large weeds can leave an uneven surface.

Hot Water Treatment was carried out during April 2005, with following conclusions:

Advantages:

- No herbicide used therefore method is favourable to some members of the community.

Disadvantages:

- Parts of park only accessible by hot water truck can be treated;
- Energy required to heat water produces diesel pollution;
- Effects on weeds are not long lasting as it does not affect the root system;
- Dead weeds can look unattractive at end of treatment;
- High water consumption in an era where conserving natural resources is an expectation.

Gas Burning Treatment was carried out during October 2005, with the following conclusions:

Advantages:

- No herbicide used therefore method is favourable to some members of the community;
- Easily accessible to all areas of the park.

Disadvantages:

- Application is time consuming;
- Application can only take place in limited weather conditions;
- Effects on weeds are not long lasting as it does not affect the root system;
- If gas canister is punctured or incinerated it can not be recycled.

Herbicide Spraying was carried out between October 2004 and December 2005, with the following conclusions:

Advantages:

- Weed re-growth is slow due to the uptake of chemical which kills the roots;
- Cost effective in materials, and labour;
- Easily accessible to all areas of the park.

Disadvantages:

- Can only be applied in certain weather conditions;
- A small number of residents are sensitive to chemicals and become sick, angry, and stressed by their use;
- Dead weeds can look unattractive at the end of treatment.

Financial Comparisons Summary

Cost comparison shown in the table below:

	Hand weeding	Herbicide Application	Hot water Treatment	Herbicide Application	Gas Burning Treatment	Herbicide Application
Sports Field	\$3,625.00	\$122.46	NA	NA	NA	NA
Training Area	\$1,700.00	\$164.20	NA	NA	NA	NA
Edges, tree circles, gardens & boundary spraying	\$7,360.00	\$1,208.24			\$1,360.00	\$302.06
Car park	\$50.00	\$83.94	\$630.00	\$41.97	\$133.44	\$41.97
TOTAL	\$12,735.00	\$1,578.84	\$630.00	\$41.97	\$1,493.44	\$344.04

Research into Roadside Vegetation Control - 2007/2008

Council is researching the use of herbicide and alternatives to the use of herbicide to control roadside vegetation being carried out by other councils and municipal organisations worldwide. A report will be available after 21 January 2008.

Trial of Mulching Products - 2007/2008

In the latest programme of revegetation planting, Council has included a trial using six (6) types of mulching systems installed in seven (7) sites. These trials will be monitored and reported back to Council staff in June 2008.

The following information will be collected regarding each product:

- A full analysis of conditions at each site;
- Each product's ability to suppress weeds;
- Performance of plants growing in each product;
- Soil health and soil compaction under each product;
- Cost of maintenance;
- A bi-monthly assessment of the condition of each product.

RESOURCES

The total cost of carrying out a comprehensive mulching system trial and research of roadside vegetation control worldwide is \$48,700 and has been allocated in the 2007/2008 Annual Plan for Herbicide Reduction.

CONCLUSION

Using the method of hand pulling to control weeds has the least detrimental effect on the environment of all the methods trialled, however, it is eight (8) times more expensive to carry out. Weed control using herbicide is the most cost effective and long lasting method that was trialled.

Research into roadside vegetation control and a trial of mulching products being carried out during 2007/2008 financial period will be reported back to the Community Board during spring 2008.

RECOMMENDATION

That the Herbicide Reduction Trials report be received.

Report prepared by: Helen Biffin, Parks Contracts Officer, Environmental.



30 AUCKLAND REGIONAL GOVERNANCE

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on decisions relating to the Auckland Regional Governance project and related matters.

BACKGROUND

The Community Boards have previously provided advice to Council on proposals developed by local and central government to strengthen Auckland's regional governance. Council incorporated this advice into its decisions and feedback on the proposals.

A52-AA84

A copy of the final proposal document and the Council's resolutions in relation to it are attached at pages A52 to A84. Cabinet has now considered the paper and information relating to its decisions is discussed below.

STRATEGIC CONTEXT

The strengthening Auckland's regional governance project has been an attempt to improve the performance of the region as a whole, and in particular to provide for more effective regional-level engagement with central government. It addresses weaknesses in governance, funding, and strategic planning. It affects how councils of the region and central government work together.

Community Boards have a role in advising Council on issues that affect their communities which contributes to local governance and local authority decision-making. The Council's Active Democracy platform and the provisions of the Local Government Act 2002 enable Community Boards to be established and provide the context for this role.

ISSUES

The proposal developed jointly between central and local government has now been considered by Cabinet. It has decided to adopt the package of proposals, which can be pursued, at least in the short to medium term, without legislative change.

Cabinet has also announced that there is to be a Royal Commission of Inquiry into Local Government in Auckland. This initiative was not discussed during the work on regional governance. The terms of reference and membership for the Royal Commission are yet to be established, and further information on these matters will be provided to Community Board members as it comes to hand.

The Council has resolved to have two public meetings on the proposal for strengthening Auckland's regional governance. This will enable the public to gain a greater level of understanding about the proposals. Community Board members will be advised of the dates and times for these meetings.

RESOURCES

As discussed in earlier reports, the proposals are likely to have a number of financial and resource implications as they are implemented. These include:

- development of a One Plan that, agreed by all parties (including central government), should provide for more certain funding allocation to strategic regional priorities;
- a key part of the governance proposal is to address current funding shortfalls at the regional level, through identifying new funding sources such as a regional fuel tax, development levies and departure tax; and
- there will be costs associated with implementing some reforms, such as a new name for the regional entity (if there is to be one), establishing and servicing the new Regional Sustainable Development Forum, the One Plan, and the collection of new revenue sources and investigating new shared-services arrangements.

CONCLUSION

The proposal developed jointly between central and local government on strengthening Auckland's regional governance has now been considered by Cabinet. Cabinet has announced the adoption the package of proposals, as well as a Royal Commission of Inquiry into Local Government in Auckland. The terms of reference and membership for the Royal Commission are yet to be established.

RECOMMENDATION

That the Auckland Regional Governance report be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



31 BOARD MEMBERS' REPORTS

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

HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Waitakere Citizen Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	
Keep Waitakere Beautiful Committee	Leo Nobilo

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Waitakere Road Safety Steering Group	Helen Jones
McLaren Park Henderson South Community Initiative	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Assid Corban (alternate)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

