



**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,  
WAITAKERE, ON THURSDAY, 7 AUGUST 2008,  
COMMENCING AT 6.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 3 July 2008

**RECOMMENDATION**

It is recommended that the Henderson Community Board resolve to:

**Receive** the minutes of the meeting of the Henderson Community Board held on Thursday, 3 July 2008, as circulated, and that they 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 CONFLICTS OF INTEREST**

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



## 5 PRESENTATION - 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.



## 6 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.



## 7 CHAIRMAN'S REPORT

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Chairman's Report dated 7 August 2008.
2. **Agree** to give consideration to making a submission on the Central Park Drive Cycleway Process to the Strategic Advisor: Transport.
3. **Agree** that letters of congratulations be sent to all Henderson Ward recipients of the Waitakere City 'Unsung Hero' Community Board Awards 2008.

### REPORT

1. A meeting was held on Tuesday, 1 July 2008 between the Deputy Mayor, the Group Manager: Democracy and Support Services, and the Community Board Chairs to improve communications with the Community Boards. It was a positive meeting and one of the outcomes is that the Community Board Chairs are now receiving the index page for reports to be checked by the agenda group. A section has been added to the Committee Secretary's Report which will name the relevant reports going to Council Committees and a copy of those reports relevant to this Board will be attached to the Committee Secretary's Report for information only.

### Waitakere City 'Unsung Hero' Community Board Awards 2008

2. The inaugural Waitakere City 'Unsung Hero' Community Board Awards were held on Friday, 27 June 2008. It turned out to be a wonderful night, and a big thank you goes to the working party and Council officers who organised the event. Congratulations go to the following Henderson Ward recipients:

**Ramon Claridge** - who has provided voluntary services to the Hospice for 17 years and has been a past Welfare Officer for the Royal New Zealand Returned and Services' Association (RSA).

**Hazel Tarr** - for services to the Henderson Citizens Advice Bureau for 33 years. She is Henderson's longest serving volunteer.

**Georgia Ball** - for services to Toughlove at local, regional, national and international levels for 20 years.

**Beryl Breekveldt** - who has been a member of the Waitemata Hospital Auxiliary (later Waitakere) for 30 years and also delivers meals on wheels.

**Maria and Nick Nabor** - who provide food and budgeting advice and also a Christmas lunch for some 300 people at Te Atatu Community Centre.

A1 Christine Shepherd convenor of the organising working party has written a report which is attached at page A1.

### Te Atatu Community Centre and Library Redevelopment

3. The public meeting held on Wednesday, 16 July 2008 was a great success with an attendance of over 120 people. While it was obvious that option 4 was the most favoured, all options raised a number of questions and some of those present supported option 5 if that was the way to get the best development possible. At the end of the evening, those present were given red stickers to place on the options they liked and green on those they did not like. Unfortunately this meant that no clear consensus emerged as some present placed multiple stickers on the options. I have spoken with the Group Manager: Democracy and Support Services regarding the process going forward and how the Henderson Community Board can be involved and make comments to the Standing Committees of Council before decisions are made.

### Social Strategy Community Board Workshop

4. This is to be held on Monday, 11 August 2008 and I hope all will be able to attend as this is our opportunity to have input into a strategy not yet developed. I attended a workshop on this issue in July 2008 and found it both exciting and challenging.

### Road Safety Strategy Submission Meeting

5. Both Leo Nobilo and myself attended this meeting in July 2008 and provided ideas for Waitakere to include in its submission.

### Dai Bindoff's Farewell

6. Dai's farewell was held on Friday, 18 July 2008 and a number of tributes were made which showed how much he will be missed not only for his professional manner and expertise but also as a friend whose door was always open.

### Craft Fair

7. An outstanding event held at The Trusts Stadium from 19 to 20 July 2008 which raised funds for the Hospice. Congratulations to Annette Flaunty, the team who assisted and the sponsors. I hope this event is the beginning of what will become an annual event in the City.

### Central Park Drive Cycleway

8. There have been a number of objections to the proposed Central Park Drive Cycleway and therefore the submission date has been extended until 15 August 2008. Due to the extended time for submissions, the Henderson Community Board now has the opportunity to discuss this issue at our 7 August 2008 meeting and give consideration to making a submission on this issue to the Strategic Advisor: Transport.

### Te Atatu Peninsula Cycleway

- A2 9. At our 5 June 2008 meeting it was requested that a submission from the Henderson Community Board be made to the Strategic Adviser: Transport on the Cycleway Te Atatu Peninsula. A copy of the e-mail submission is attached at page A2.

### Resource Consent

10. A notified application has been received for a ten-storey development at 543 Te Atatu Road (the old BP Service Station site). I have requested a copy be placed in the Community Board Lounge.

Elizabeth Grimmer, MNZM

**CHAIRMAN**



## 8 **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	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Business Liaison Group	Elizabeth Grimmer

OUTSIDE ORGANISATIONS	APPOINTMENT
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Shirley Savage
Taipari Strand Community Group	Leo Nobilo
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage (alternate)
Waitakere Road Safety Steering Group	Elizabeth Grimmer
Te Pai Reserve Management Plan Advisory Group	Elizabeth Grimmer Steve McDonald (alternate)
Henderson Ward Local Reserves Management Plan	Shirley Savage Wayne Bainbridge Steve McDonald (alternate)
Henderson Valley Park Reserve Management Plan	Leo Nobilo
School Travel Plan Working Group	Shirley Savage Steve McDonald
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobilo (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge




## 9 COMMITTEE SECRETARY'S REPORT

### RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

**Receive** the Committee Secretary's Report for the Henderson Community Board dated 7 August 2008.



	Issue	Comments	Reporting Council Officer
1.	Tui Glen Stage Two Development Officer's Report	Physical works commenced on the Tui Glen Stage Two development in late January 2008. Due to performance issues with the contractor there have been delays in completing the physical works. The project is now scheduled to be completed in August 2008.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
2.	Te Atatu Peninsula Walkway Design - Taipari Strand to Renata Crescent Officer's Report	All resource consents have been obtained and detailed design work is underway to enable building consents to be lodged for the numerous structures required. Building consents are expected to be lodged in July 2008. Stage One of the physical works is scheduled to commence towards the end of 2008, with a completion date around March/April 2009.	Ian Lamont ☎ 836 8000 Ext: 8303
3.	Harbourview - Orangihina, Hughes Esplanade - Weed Control and Planting Officer's Report	This project was successfully completed in June 2008.	Helen Biffin ☎ 836 8000 Ext: 8758
4.	Chapman Strand - Locking of the Gate at Entrance to Park Officer's Report	Council officers will be temporarily locking the chain and bollard gate at the entrance of Chapman Strand Park during the hours of 7.00 pm until 7.00 am due to the disorderly behaviour in the car park.  Public notification to permanently lock the gate during the night hours commenced in July 2008 and once this has been completed an update will be brought back to the Henderson Community Board.	Sarah Natac ☎ 836 8000 Ext: 8561
5.	Possum and Rat Control Programme Officer's Report	This project was successfully completed in June 2008.	Helen Biffin ☎ 836 8000 Ext: 8758
6.	Re-vegetation Programme for 2008 Officer's Report	Weed control was carried out at Jack Colvin Park, Daytona Strand and Penfold Park in June 2008. Planting is scheduled to be undertaken in September 2008.	Helen Biffin ☎ 836 8000 Ext: 8758
7.	Proposed Land Exchange - Small Area of Te Atatu South Park  2 July 2008  Resolution No. 1135/2008  Infrastructure and Works Committee	At the Infrastructure and Works Committee meeting held Wednesday, 2 July 2008 it was resolved:  <i>“Approve the reserve exchange of approximately 508m<sup>2</sup> of Te Atatu South Park (Lot 21 DP 53436 CT NA35C/37, or Lot 100 DP 369723 on completion of stage 1 subdivision) with approximately 508m<sup>2</sup> of land at 82 McLeod Road under section 15 Reserves Act 1977.”</i> <i>1135/2008</i>  Further updates will be reported back to the Henderson Community Board.	Huia Kingi ☎ 836 8000 Ext: 8174
8.	Alan Reserve - Playground Upgrade Officer's Report	This project was successfully completed in June/July 2008.	Tracey Hamilton ☎ 836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
9.	<p>Allocated Parking at Cranwell Park Following the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre</p> <p>3 September 2007</p> <p>Resolution No. 3311/2007 Nos. 5 and 6</p> <p>Henderson Community Board</p>	<p>A review of the current parking allocation at Cranwell Park is currently being undertaken. A report detailing the review with recommendations for consideration will be presented to the Henderson Community Board towards the end of 2008.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
10.	<p>Community Board Minor Parks Projects 2008/2009</p>	<p>The closing date for project submissions was Friday, 25 July 2008.</p> <p>A report outlining the submissions and recommendations will be presented to the Henderson Community Board in September 2008.</p>	<p>Sarah Natac ☎ 836 8000 Ext: 8561</p>

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Henderson Youth Facility - Construction Status Update July 2008	Infrastructure and Works Committee	Pages A3 to A6
Henderson Town Centre - Great North Road Streetscape and Rooding Upgrade - Construction Status Update July 2008	Infrastructure and Works Committee	Pages A7 to A11
Sturges Road and Driveway Works - Raising of Road Level	Finance and Operational Performance Committee	Pages A12 to A15

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	<p>August 2005</p> <p>Resolution No. 1468/2005</p> <p>Last updated 5 February 2007</p>	2 October 2008	<p>Tony Miguel ☎ 836 8000 Ext: 8294</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Sealing of Te Atatu Road between Clinton Avenue and Wharf Road Te Atatu Peninsula	5 June 2008 Resolution No. 941/2008	4 September 2008	Sue Liddell  836 8000 Ext: 8736
Work Standards of Contractors Particularly Around the Mowing of Reserves, Repairs to Roads, Cleaning of Public Toilets and the Length of Time the Public Toilets are Closed When Repairs are Being Undertaken	5 June 2008 Resolution No. 942/2008 No. 2	4 September 2008	Clare Sarney  836 8000 Ext: 8506

**Report prepared by:** Ngareta Delamere: Committee Secretary.



## 10 HENDERSON AREA AND LINCOLN CORRIDOR – FORWARD PLANNING

### GLOSSARY

Central Business District (CBD)  
University of Technology (UNITEC)

### EXECUTIVE SUMMARY

The purpose of this report is to inform the Town Centres Subcommittee of a programme of action being developed to identify how Council can work with other public sector agencies and the private sector to further develop Henderson and the Lincoln Road corridor. This work programme is intended to integrate land use, transport and economic development and provide a basis for the further social and community development of the area.

To date Council has tended to treat Henderson and Lincoln Road as separate areas. It is now recognised that these areas need to be planned together in a more integrated manner. This will assist the Henderson and Lincoln areas to further develop its regional role and attract regionally significant development. This integrated approach will also assist Council to plan and implement its own land use and transport investments.

Council has identified Henderson as one of the City's three major town centres, alongside New Lynn and Massey North. These town centres are also recognised as major town centres at the regional level in the Auckland Regional Growth Strategy. Council has also identified Lincoln Road as a growth corridor. Regional planning also adopts the approach of centres and corridors based planning, with a recent move to also identify 'Business Centres'. This approach to planning helps to focus City and regional investments in transport, employment and other services. Central Government is also becoming committed to this approach to growth.

A16-A65

However, Council officers have reviewed the way in which the “centres plus corridors” approach to City development has served Waitakere and concluded that a more integrated approach is required in Henderson and Lincoln (see Henderson - Lincoln Context Review report as attached at pages A16 to A51). Council has also received preliminary advice on the development of the Henderson and Lincoln area by internationally renowned land use and transport planner GB Arrington of Parsons Brinkerhoff (as attached at pages A52 to A65).

GB Arrington makes the point that “International best practice has moved beyond thinking of corridors and centres as separate pieces. There is now increasing recognition that the two are inextricably linked and need to be planned in concert with each other. For both a transport and land use perspective Henderson and Lincoln Road are interconnected pieces.”

Integrated planning of Henderson and Lincoln will help Council understand how it should invest to support growth, how it can work with the private sector and how other public sector agencies can assist the City.

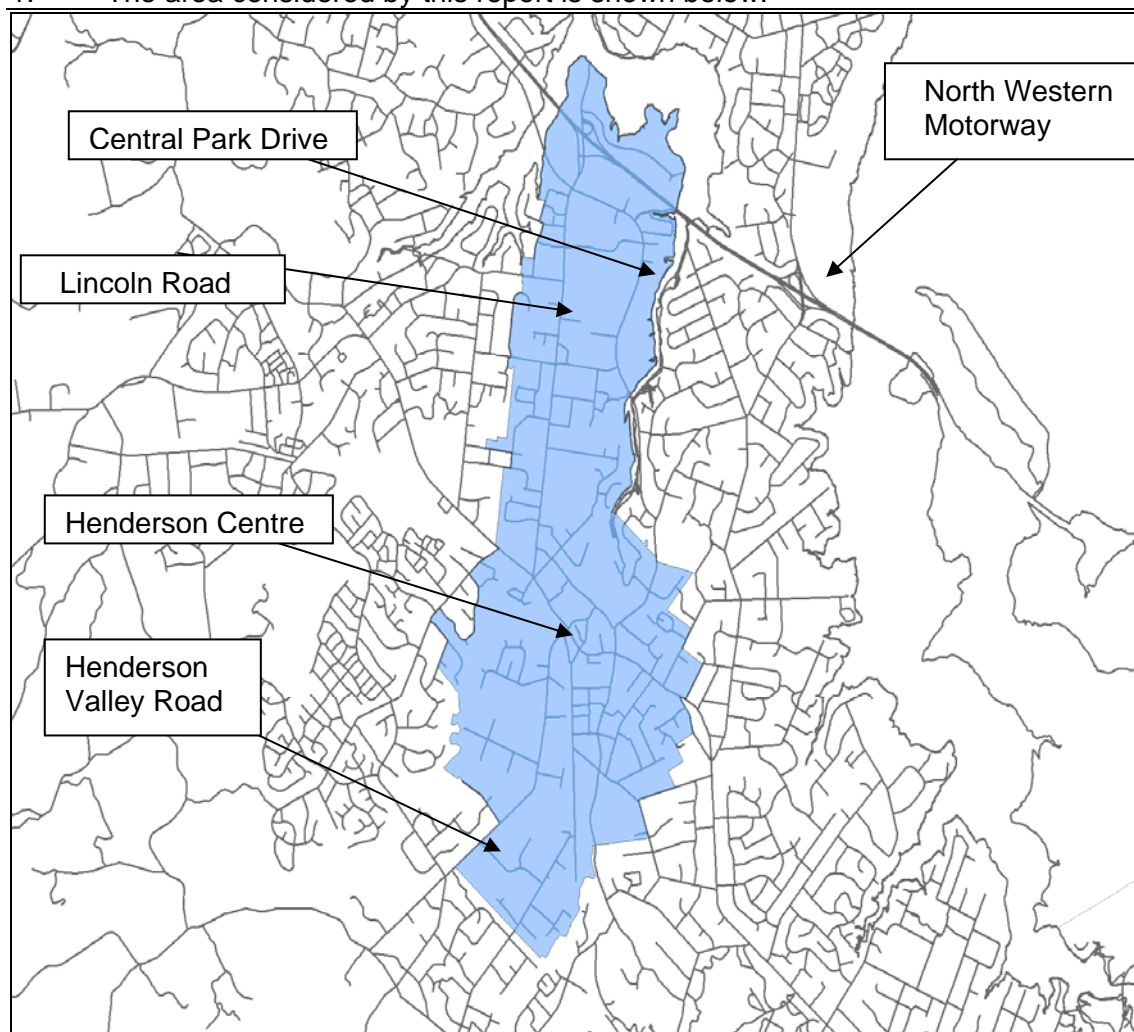
### **RECOMMENDATION**

It is recommended that the Henderson Community Board resolve to:

**Receive** the Henderson Area and Lincoln Corridor - Forward Planning report.

### **BACKGROUND**

1. The area considered by this report is shown below:



**Study Area - shaded (based on Census Area Units)**

## Development of Henderson and Lincoln - Background

2. Since 1993, the Council has had a consistent focus on the development of Henderson as one of two major centres in the City. This has involved mainstreet improvements, the concurrent development of a supporting transport bypass, facilitating investments by the University of Technology (UNITEC) and the film industry, supporting investments in rail / bus infrastructure and services, and shifting the Council's operations to central Henderson. Today, Henderson is a far more vibrant and diverse place than it was in 1993, and this is in large part due to the focus and various investments made by the Council.
3. In February 1993, the Council adopted the eco city philosophy and in December 1993 adopted a 20 year strategic plan - City Futures (1993) - with the objective of shifting human behaviour from unsustainable systems and customs to a sustainable future. The adoption by the Council of the draft "Greenprint" in 1994 signalled further commitment to an integrated approach to sustainable development. Based on the City mission of being "sustainable, dynamic and just", the Greenprint (1994) introduced 21 measurable targets to be achieved by 2010, involving a significant shift in planning procedures and providing an integrated framework to ensure consistency in developing policies across interconnected citywide activities. It also provided a structure for ongoing community based decision making.
4. Alongside City Futures (1993) and the Greenprint (1994), the Council also adopted a District Plan (which became operative on 27 March 2003) with two central themes based on sustainable development - one theme focusing growth within the metropolitan urban limit, as set in the regional growth strategy, and another concerning protection of the ranges and countryside areas from development - protection of the Green Network. The District Plan requires that intensive development be consolidated within the urban area so as to avoid significant adverse effects on the environment from the spread of urban activities. Consolidation was also intended to help promote land use patterns that would reduce people's dependency on the motor vehicle, thereby reducing the effects of motor vehicles on the environment. The Green Network sought to protect and restore the life supporting capacity of the environment and to maintain and protect the valued landscapes of the City.
5. Within this context Council has adopted a Centres-based strategy in the District Plan, which is of particular relevance to this report. The Centres-based strategy seeks to focus most retail and commercial growth within key town centres, principally those located on the railway line. Where a particular business activity can show that it does not fit into a town centre, a sequential test is applied where it can then seek to be located either on the edge of a town centre or on a corridor. In this way Council seeks to focus growth in Henderson and New Lynn. Council also anticipated the development of Westgate / Massey North into the third major centre and this is now being processed through the Local Government (Auckland) Amendment Act 2004 District Plan change process.
6. A further key Citywide strategy was the Economic Development Strategy (2004), which had as its first objective, for Waitakere "to be a high quality location to live, work and do business". This was about creating a location offering high amenity, good infrastructure, mixed use urban villages and a range of attractions, important for both attracting and retaining businesses and attracting knowledge workers. This objective envisaged a number of actions to be implemented, including undertaking further investment in the Henderson and New Lynn town centres.

7. The Council also developed a “Henderson Vineyards Business Campus” project which focused on unlocking employment potential on Lincoln Road. The project was conceived in 2001 and aimed at facilitating the creation of an estimated 2,500 potential jobs. The project focused on creating a roading network through a large area of vacant employment land, at the time mainly in vineyards, and relied on the private sector responding with multi-storey buildings providing for professional services. More recently Council has engaged in a review of the Working Environment in the District Plan which will help clarify how these zones should function.
8. In 2003, the Council published the “Henderson CBD - Opportunity Prospectus” which envisaged a strong City centre for Waitakere located in Henderson. The Prospectus focused on five precincts in the centre of Henderson:
  - A (Aquatic Centre to Alderman Drive & Ratanui Street);
  - B (Civic Library to Railside Avenue & Civic Centre);
  - C (Pioneer Park/Oratia Stream Precinct);
  - D (Gateway Entrance to Waitakere’s Central Business District); and
  - E (Civic Centre to Corban Estate).
9. A number of key objectives were identified for each precinct, including strengthening pedestrian linkages, developing a strong built form, improving public amenity and ensuring public safety. A number of key design elements were also envisaged including; new typical building facades, typical shop fronts, typical café frontages, mixed use buildings, ‘sleeved’ parking buildings, ‘big box’ retail buildings, street furniture and landscaping, and signage.
10. The Henderson Opportunities Prospectus (together with the Lincoln Road - A Changing Place promotional flyer) also signalled a change for the Lincoln Road area. It envisaged that redevelopment in this area would result in a variety of new multi-storey buildings that catered for professional services, especially adjacent to the Waitakere Hospital. It was expected that these buildings would also accommodate apartments above, conveniently located on the transport route and within walking distance of the Henderson town centre. The northern end of Lincoln Road was also earmarked for change (both in the Prospectus and accompanying Henderson Vineyards Business Campus project) with some of the vineyard land, existing businesses and residential sites poised for redevelopment with a business campus concept promoted.
11. In 1993 onwards, Council adopted a policy position regarding transport whereby it sought to reduce reliance on private vehicles and increase travel by passenger transport, walking and cycling. Council’s transport policy focus was on seeking regional and national commitment to a significant rail upgrade. However, during this time Council continued to invest in its arterial road network, including four-laning Lincoln Road - a process that has just been completed.

## DECISION MAKING

### Current Status

12. The foregoing discussion of Henderson and Lincoln Road can be drawn together to form a number of conclusions.
13. Firstly, it is noted that there is **no single place** where a statement of the Council’s strategy and goals for the development of these places exists. Rather the strategy and goals exist in a number of complementary documents. The Council’s basic strategy - the “centres plus” approach - is given expression in the District Plan.

14. As part of its decision to move the Council's operations to central Henderson, the Council also adopted the view that Henderson should be the "Central Business District" (CBD) of Waitakere. In practice, however, it is not clear what giving Henderson the "CBD label" has meant. Obviously it means a continued promotion of investment and development in Henderson. However, there appears to be no intention to focus on Henderson over and above New Lynn or Massey North. As things stand, the Council's actions and investments continue the centres based strategy with Henderson being one of two major centres (and with Massey North rapidly emerging as the third centre). It may assist if the Council were to more clearly articulate what it wants from the idea of Henderson as the City's CBD.
15. The Centres-based strategy makes it clear that the Council wants growth in Henderson. However, the flip side of that strategy is that Lincoln Road has in many respects been given a default and ill-defined role by Council. It has been left to "soak up" what is felt not to be appropriate for Henderson. This is reflected in the District Plan's poor articulation of a vision for the Lincoln Road corridor. Within this overall context, however, the Council has made some significant efforts to articulate a vision for parts of the Lincoln Road area, as evidenced in the Vineyards Business Campus document. Nonetheless, the Vineyards Business Campus document has not been translated into the District Plan apart from a Notice of Requirement for the roading network, and therefore has had limited directional value.
16. The Working Environment rules in the District Plan are under review and the review proposes to restrict the continued development of retail and residential activities in the Lincoln Road area. While this is likely to support the Council strategy, it is not clear that this will result in more office development in the town centres.
17. It also needs to be pointed out that while the Council has promoted a Centres-based strategy, the private sector has taken a more divergent approach. There has been strong private sector pressure to develop on Lincoln Road ahead of Henderson, because of Lincoln Road's accessibility to the motorway network. This has meant that the Council's strategy has been under constant pressure, that it has not had broad private sector support and that a significant amount of retail that (according to Council strategy) would be better placed in Henderson is in fact now on Lincoln Road. A large number of retailers, especially large format retailers, such as Mega Mitre 10, have sought to locate outside the Henderson town centre to take advantage of the accessibility provided by Lincoln Road. The Council has to some extent encouraged this through a view that it is seeking to keep these large format retail activities from taking up its best commercial development land. This exemplifies Council's lack of clarity over how to manage the centre-corridor relationship.
18. Comment also needs to be made of the relationship between Council's focus on Henderson over Lincoln Road and the broad reality of the geography of the City. Henderson is poorly connected in terms of transport to the rest of the region. Until recently, the rail service has been very poor. The bus service remains limited. Road connections to the motorway via Lincoln Road and Te Atatu Road have been improved, but are congested and not well signposted for a visitor to find Henderson. Furthermore, Henderson is located on the fringe of metropolitan Auckland and has a much smaller employment base in its vicinity than Manukau City Centre, Albany, Takapuna or Newmarket. Improved transport connections will help Henderson address its geography, but will never alter the fact that it is on the metropolitan periphery.

19. The peripheral character of Henderson has real impacts in terms of business investment. In particular, primarily those activities that do not find it important to have good regional access will be attracted to Henderson. Therefore, Henderson is inherently less attractive to a wide range of businesses compared to Albany, Massey North or Manukau City Centre. Once State Highway 20 is completed, New Lynn will have road and rail access of equal or better quality to that of Henderson. Further, once Massey North is developed it will have the best motorway access of the three key town centres in Waitakere and will likely attract those businesses that rely on access and are willing to locate in the western metropolitan area.
20. Another consequence of its geography is that Henderson needs a clearly articulated direction in terms of the issue of transport access. Since 1993, it is fair to say that the Council has, at a policy level, focused on developing public transport infrastructure and sought to reduce reliance on private motor vehicles. In effect, this has involved advocating for rail investment, with a more limited focus on bus improvements. The Council has been extremely successful and now has very good rail infrastructure servicing Henderson. On the other hand, while the Council has at a policy level down played road investment, it has in real terms made significant investment in road access to Henderson, with four-laning of the Lincoln Road route having recently been completed.
21. Finally, it also needs to be noted that the context within which Henderson and Lincoln Road sit is rapidly changing. The Council is a long way through the process of opening up the Massey North to Hobsonville Airbase corridor for urbanisation, including a new major centre at Massey North. Property developers have already responded to this, altering the investment pressures in Henderson and Lincoln Road. In the longer term, it is possible that Massey North will usurp Henderson as the "Waitakere CBD", given its better regional connectivity and the possible development of Whenuapai airport.
22. Through the Draft Growth Management Strategy for Waitakere City developed by the Council in 2006, Council has identified that it wants the Henderson area to nearly triple its population between 2001 and 2021 with an increase of nearly 8,000 people. Employment is also planned to nearly double with approximately 6,500 more jobs by 2021. In the Lincoln corridor Council is promoting an increase in employment between 2001 and 2021 of 137% or 6,200 new jobs. If the employment targets are to be met it is necessary to clearly target employment types. Office development is the obvious means of achieving the employment growth as this provides a high number of employees per hectare. However, given the geographic location of Henderson and Lincoln it is not clear what types of office development will be attracted.
23. This concern with the area's "Economic Geography" has led to the commissioning of a study to identify scenarios and options for the development of economic activity in Henderson and the adjacent Lincoln Corridor, Waitakere over the next 20 years. This report is due for completion by the end of August 2008.
24. This work will consider the Henderson and Lincoln areas in its regional context and seek to identify business clusters and precincts of activity that should be developed. Specific consideration will be given to the role of office, retail, manufacturing, tertiary and health based activities. Representatives of Waitakere Enterprise, UNITEC and the Waitakere Hospital will be involved in the work. The Auckland Regional Council and Ministry of Economic Development will also be consulted.
25. A further issue that sets the context for the area is the role of transport. At one level, the more connected the area is to the region the more easily it will attract investment and generate employment. The motorway and rail line provide high quality regional access at either end of the study area.

26. The rail and motorway assets provide different types of access and serve different markets. Rail provides regional access for passengers and as such suits employees or students who want to come to Henderson and stay there to complete their activities. The motorway provides access for people, goods and services that require movement and as such is best suited to a different type of activity.
27. A number of transport related questions need further consideration:
- To what extent should Council provide reasonably congestion-free road access to and from the motorway for people and businesses in Henderson? Less congested roads require road investment and this to some extent undermines the quality, amenity and pedestrian orientation of places. An example of this issue is the way in which the Alderman / Edmonton / Sel Peacock arterial road might be developed. At present it is intended to spend about \$8 million to increase vehicle moving capacity and support town centre growth as well as safety, cycling and bus improvements.
  - To what extent should businesses that require good road access be encouraged to locate nearer the motorway and to move out of such places as Henderson Valley Road? This might lead to Council under investing in roads in certain places to encourage a change in businesses and at the same time further investing in public transport and pedestrian access.
  - To what extent should Council support large format retail such as Mega Mitre 10 locating on Lincoln Road? These low employment density businesses take up land that could otherwise go to more intensive business activities. They also generate a lot of road traffic and “consume” vehicle moving capacity – a public asset that is in short supply. Alternatively is it best to let them go onto Lincoln Road near the motorway but reserve the area south of Universal Drive for more intensive uses.
28. Council has undertaken work to identify how higher quality public transport linkages between Henderson and the motorway could be made. Council officers have also undertaken work on safety, traffic efficiency, land use/town centre improvements, economic development, parking management and freight management. This work has been reported separately.
29. It is intended to address these issues of economic growth, transport investment and general land use development in an integrated manner once the economic geography assessment has been completed. This is anticipated to include considering: how to develop business activity associated with the Waitakere Hospital; how to integrate Waitakere Hospital with Henderson, especially for pedestrians, cyclists and bus users; how to further develop tertiary and film activity in Henderson, how to further develop the area and the area nearer the motorway and the types of business that could locate there; and the role of retail in Lincoln Road.

## STRATEGIC CONTEXT

30. The area addressed by this report is significant to the growth and wellbeing of the City and its development contributes to following community outcomes, strategic platforms and community outcomes:
- The *Urban and Rural Villages* platform, which seeks to deliver vibrant town centres;
  - The *Strong Innovative Economy* platform, which seeks to provide quality local employment for Waitakere City residents;

- The *Green Network* platform, which seeks to retain and enhance the qualities of the natural environment within the areas that are proposed to be urbanised, while seeking the relief of development pressure on the non-urban areas such as the Waitakere Ranges and Foothills; and
  - The *Integrated Transport and Communication* platform, which seeks to deliver sustainable urban form integrated with passenger and other transport networks in a way that reduces vehicle trips, reduces the dependence on private motor vehicles, and supports alternative transportation modes such as public transport, walking and cycling.
31. As identified above Council has a long standing commitment to developing its major town centres. There is a need to better integrate planning of the Henderson and Lincoln areas to ensure delivery of Council's population and employment intensification goals. In turn this will help reduce the need for residents to travel outside the City for work and services, which reduces costs and environmental effects associated with travel.
32. Central Government has over the last five or so years also become very interested in achieving integrated land use and transport to support the growth of Auckland. This includes helping to focus growth into selected centres and corridors to help deliver benefits from road and public transport investments. Central Government has established an office in Auckland which integrates the work of its staff from the Ministries of Economic Development, Transport, Environment and Labour. This group is focused on urban and economic development. They are supporting regional planning projects aimed at further developing centres and corridors based work.
33. At the regional level significant work is underway to further develop integrated planning between councils, the regional council and key government agencies. One strand of this work is the Regional Classification Project. This project has involved a review of the centres, business areas and corridors in the region. The aim being to develop a classification and ranking of these places which will link into national and regional investment. Henderson and Lincoln featured in this work. Henderson was identified as one of four major centres in the region while the Lincoln Corridor is one of three corridors classified as such in a District Plan (both of the other two are in Waitakere also).
34. The work Council is undertaking, and planning to further develop, is of interest to the regional and central government agencies listed above. It provides a good case study of how integrated planning and development can be undertaken. The work is also likely to influence regional decisions on investment in bus services and facilities by the Auckland Regional Transport Authority.

## CONSULTATION

35. No consultation is intended at this stage. Once the "Economic Geography" study is complete it will be reported back to the Town Centres Subcommittee and to the Policy and Strategy Committee.
36. The next phase of work is intended to involve concept planning to identify how land use and transport investments can be made in an integrated manner. It is intended to consult with key stakeholders at that point.

## RESOURCES

37. The Strategy Unit has budgeted \$130,000 for this work in the 2008/2009 Annual Plan.

## IMPLEMENTATION ISSUES

38. The intended programme of action is to:

- Complete the Economic Geography report;
- Review current land use, transport and economic development plans and District Plan - Working Environment review in light of the Economic Geography report;
- Undertake concept planning of Henderson and Lincoln areas to integrate land use, transport and economic development goals and identify precincts for further work and review appropriateness of District Plan; and
- Identify next steps to implement precinct development work.

**Report prepared by:** Jeff Murray, Acting Manager: Urban Design and Development.



## 11 TAKAPU STREET, HENDERSON - NO STOPPING AT ALL TIMES PARKING RESTRICTION

### EXECUTIVE SUMMARY

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 Takapu Street, Henderson.

A Council officer has consulted with the affected resident who is in favour of the proposal.

Two options have been identified; to put in No Stopping At All Times parking restriction or to have the area remain unrestricted parking.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Takapu Street, Henderson – No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **TAKAPU STREET, HENDERSON**:
  - (a) all existing parking restrictions or limitations currently applicable to outside the property number **15 EDMONTON ROAD**, (on the Takapu Street frontage) 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, and
  - (b) 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 now be resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **TAKAPU STREET** outside property number 15 Edmonton Road, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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.

### **BACKGROUND**

1. A resident of Takapu Street has requested that Council consider installing a No Stopping At All Times parking restriction on the south side of Takapu Street near the intersection of Edmonton Road.

### **DECISION MAKING**

#### **Issues**

2. This area is currently unrestricted parking and when vehicles are parked in this location, the road width is narrowed at the intersection of Edmonton Road and Takapu Street. If a vehicle enters Takapu Street from Edmonton Road and a vehicle is parked in this location, there is insufficient room if another vehicle is travelling down Takapu Street towards Edmonton Road.

A66

3. The location of the proposed change is indicated on attached page A66.

#### **Options identified**

4. Two options have been identified; to put in No Stopping At All Times parking restriction or to have the area remain unrestricted parking.

#### **Consideration of Community Views**

5. It is considered that this proposal is something that will benefit community safety.

#### **Preferred Option**

6. The preferred option is to put in the No Stopping At All Times parking restriction to improve traffic flow and safety.

### **STRATEGIC CONTEXT**

7. 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.
8. 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.

### **CONSULTATION**

9. Consultation has been carried out with site visits to the resident who will be directly affected. The resident is completely in favour of the proposal.

### **RESOURCES**

10. The new No Stopping At All Times restriction can be implemented under the Annual Plan 2008/2009 maintenance budgets.

## IMPLEMENTATION ISSUES

11. There are no implementation issues.

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



## 12 TRIANGLE ROAD, MASSEY - NEW BUS STOP RESTRICTION

### EXECUTIVE SUMMARY

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

Council officers have consulted with affected residents and to date no response has been received.

Two options have been identified; to relocate the bus stop further along Triangle Road, or leave the bus stop in its current location.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Triangle Road, Massey – New Bus Stop Restriction report.
2. **Approve** that in relation to **TRIANGLE ROAD, MASSEY**:
  - (a) all existing parking restrictions or limitations currently applicable to **TRIANGLE 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, and
  - (b) 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 now be resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **TRIANGLE ROAD** outside property number 377, the **BUS STOP** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 bus stop restriction.

### BACKGROUND

1. There is a bus stop outside number 385 Triangle Road which is too close to the Lincoln Road intersection.

## DECISION MAKING

### Issues

2. A customer request was received to relocate the bus stop from outside 385 Triangle Road. This bus stop is close to the Lincoln Road intersection and during peak traffic times, when a bus stops at this location, the westbound traffic backs up to the Lincoln Road intersection. It is therefore proposed to relocate the bus stop further away from the Lincoln Road intersection to outside number 377 Triangle Road.

A67

3. The location of the proposed change is indicated on attached page A67.

### Consideration of Community Views

4. It is considered that this proposal is something that will benefit community safety around intersections and continuity of public transport and clearly identify bus stop locations.

### Preferred Option

5. The preferred option is to relocate the bus stop to outside 377 Triangle Road to improve traffic flow and safety.

## STRATEGIC CONTEXT

6. 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.

7. 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.

## CONSULTATION

8. Consultation has been carried out with the affected property and one response has been received from the property owner where the new bus stop location is recommended. The property owner is opposed to having the bus stop located outside his property.

## RESOURCES

9. The new bus stop restriction can be implemented under the Annual Plan 2008/2009 maintenance budgets.

## IMPLEMENTATION ISSUES

10. There are no implementation issues

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



13 **WADIER PLACE, HENDERSON – NEW P15 AT ALL TIMES PARKING RESTRICTION**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Henderson Community Board's approval for a new P15 At All Times Parking Restriction on Wadier Place, Henderson.

A Council officer has consulted with the affected residents and they are in favour of the proposal.

Two options have been identified; to put in the P15 At All Times parking restriction or to have the area remain unrestricted.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Wadier Place, Henderson – New P15 At All Times Parking Restriction report.
2. **Approve** that in relation to **WADIER PLACE , HENDERSON:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **WADIER PLACE** starting from a point 95 metres from the intersection of Sel Peacock Drive, and extending west for a distance of 18 metres the **P15 AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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.

**BACKGROUND**

1. In September 2007, the Henderson Community Board approved the installation of a P15 outside the Waitakere Gardens Retirement Village by the Wadier Place entrance. Since that time, the air bridge and development of the new retirement apartments on the opposite side of the street has been completed. The residents have approached the Council again and asked that another P15 parking restriction be installed outside the entrance of the new apartment block. The reason for the request is that the residents are experiencing similar problems that were experienced last year. They have advised that since the installation of the P15 parking restriction on the other side of the street the parking has greatly improved for all users and emergency service vehicles.

**DECISION MAKING**

**Issues**

2. This area currently has unrestricted parking and commuters are using the area for all day parking. This is causing frustration for the residents in the new apartment block as visitors, caregivers, etc are not able to find short term parking close by.

A68

3. A site meeting was held with the Waitakere Gardens Residents Association Secretary and members. They stressed the need for some form of short term parking restriction in this location.
4. The location of the proposed change is indicated on attached page A68.

#### **Options Identified**

5. Two options have been identified; to put in a short term parking restriction or to have the area remain unrestricted parking.

#### **Consideration of Community Views**

6. The P15 parking restriction is recommended to allow for short stops for visitors to the apartments and other buildings/businesses in the area.

#### **Preferred Option**

7. The preferred option is to put in the P15 At All Times parking restriction.

#### **STRATEGIC CONTEXT**

8. 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.
9. Time limit parking restrictions can be applied to ensure convenient parking is available for short term use by users of facilities in the immediate area by displacing long duration parking to less convenient locations.

#### **CONSULTATION**

10. Verbal consultation and site meetings have been carried out with the businesses that will be directly affected by this proposal. The Waitakere Gardens Residents Association Secretary has advised that management of the complex are happy for these changes to take place.

#### **RESOURCES**

11. The new P15 At All Times parking restriction can be implemented under the Annual Plan 2008/2009 maintenance budgets.

#### **IMPLEMENTATION ISSUES**

12. The new P15 At All Times parking restriction is recommended to allow short term visitor/customer parking to the nearby residents and businesses. It will also allow better access for emergency service vehicles.

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



14 **TE PAI PLACE, HENDERSON – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restrictions on Te Pai Place, Henderson to address congestion issues during peak periods.

A Council officer has consulted with the affected resident and they are in favour of the proposal.

Two options have been identified; to put in a new No Stopping At All Times parking restriction or to have the area remain unrestricted parking.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** Te Pai Place, Henderson – New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **TE PAI PLACE, HENDERSON:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the northern kerb line of **TE PAI PLACE**, starting from a point approximately 10 metres west of the western kerb line of **WAIPAREIRA AVENUE** and extending west to a point approximately 10 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (i) on the southern kerb line of **TE PAI PLACE**, starting from a point approximately 84 metres west of the western kerb line of **WAIPAREIRA AVENUE** and extending west to a point approximately 34 metres the new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** 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.

**BACKGROUND**

1. Following public feedback regarding congestion occurring on Te Pai Place on Wednesday evenings and during peak periods, Council officers investigated options for improvements.
2. It was observed that vehicles waiting to turn right into Waipareira Avenue and the Netball Club on some occasions obstructed the movements of through traffic on Te Pai Place due to cars parking too close to the intersection and access respectively.

3. New No Stopping At All Times parking restrictions are recommended on short sections of Te Pai Place to provide through traffic with enough space to pass.

### DECISION MAKING

#### Issues

4. Te Pai Place is a collector road and carries traffic volumes of approximately 12,000 vehicles per day.
5. The netball courts on Te Pai Place have recently increased their activities during Wednesday evenings and also Saturdays. This has caused considerable delays for drivers attempting to exit Waipareira Avenue.

#### Options Identified

6. No other options were identified.

#### Consideration of Community Views

7. The proposed parking restrictions have been consulted with adjacent businesses and positive feedback was received.

#### Preferred Option

A69

8. The preferred option is to install the parking restrictions. A new intersection control is not considered to be justified at this stage. The location proposed change is indicated on attached page A69.

### STRATEGIC CONTEXT

9. 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 safe 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.
10. No Stopping At All Times parking restrictions implemented here will enable a reduction in delays to traffic.

### CONSULTATION

11. Consultation with residents directly affected by the works has been carried out and positive feedback was received.

### RESOURCES

12. The works can be funded from the Annual Plan 2008/2009 maintenance budget.

### IMPLEMENTATION ISSUES

13. There are no implementation issues identified.

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



15 **BEACH ROAD, TE ATATU PENINSULA – NEW PEDESTRIAN REFUGE ISLAND, STOP CONTROL AND NO STOPPING AT ALL TIMES PARKING RESTRICTION**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Henderson Community Board's approval for a new Pedestrian Refuge Island and No Stopping At All Times parking restriction outside number 80 Beach Road, and a new stop control at Waipani Road and Beach Road, Te Atatu Peninsula.

Consultation has been carried out with affected residents and no adverse comments have been received.

There were no other options considered.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Beach Road, Te Atatu Peninsula - New Pedestrian Refuge Island, Stop Control and No Stopping At All Times Parking Restriction report.
- A70 2. **Approve** the installation of a **PEDESTRIAN REFUGE ISLAND** on **BEACH ROAD** as delineated on the diagram on attached page A70.
3. **Approve** that in relation to **BEACH ROAD, TE ATATU PENINSULA:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the west side of **BEACH ROAD** starting from the intersection of **WAIPANI ROAD** and extending north for a distance of approximately 17 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the west side of **BEACH ROAD** starting from the intersection of **WAIPANI ROAD** and extending south for a distance of approximately 55 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the east side of **BEACH ROAD** starting from the intersection of **WAKAROA AVENUE** and extending north for a distance of approximately 52 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iv) on the east side of **BEACH ROAD** starting from the intersection of **WAKAROA AVENUE** and extending south for a distance of approximately 20 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

4. **Approve** that in relation to **WAIPANI ROAD, TE ATATU PENINSULA:**
- (a) and 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 control now be resolved to be specified and imposed, namely,
    - (i) on the north side of **WAIPANI ROAD** starting from the intersection of **BEACH ROAD** and extending west for a distance of approximately 10 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the south side of **WAIPANI ROAD** starting from the intersection of **BEACH ROAD** and extending west for a distance of approximately 10 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) that a new **STOP** control be put in place on **WAIPANI ROAD** where it intersects with **BEACH ROAD**.
5. **Approve** that in relation to **WAKAROA AVENUE, TE ATATU PENINSULA:**
- (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the north side of **WAKAROA AVENUE** starting from the intersection of **BEACH ROAD** and extending east for a distance of approximately 28 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the south side of **WAKAROA AVENUE** starting from the intersection of **BEACH ROAD** and extending east for a distance of approximately 25 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
6. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 control and parking restrictions.

## **BACKGROUND**

1. Waitakere City Council has identified that a pedestrian refuge island on Beach Road outside number 80 would be of benefit to pedestrians. This was in response to resident concerns, in particular regarding the safety of children from Peninsula Primary School crossing the road.

## **DECISION MAKING**

### **Issues**

2. A search of the Land Transport New Zealand database shows that for the past five years, there have been no reported pedestrian 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 and it is entirely possible more unreported accidents have occurred at this location.

3. Currently there are some concerns with regards to the safety of pedestrians on Beach Road in the vicinity of Peninsula Primary School.
4. The location of the new pedestrian refuge island and No Stopping At All Times parking restriction is shown on the diagram in Attachment A.
5. No Stopping At All Times parking restriction lines are required to enable good sight lines of pedestrians and for providing sufficient space for traffic on Beach Road to manoeuvre safely.
6. The location for the pedestrian refuge island minimises the extent of the loss of on-street car park space and correlates with observed pedestrians' desire lines.
7. The new stop control at Waipani Road and Beach Road will clarify vehicular priority at intersections.

#### **Options Identified**

8. There were no other options considered.

#### **Consideration of Community Views**

9. Council officers have consulted with affected residents and have taken into consideration the safest option for the local community, residents and other road users.

#### **Preferred Option**

A70

10. The preferred option is shown on attached page A70.

#### **STRATEGIC CONTEXT**

11. Council's Integrated Transport and Communication platform provides the strategic context for this report. The vision is for 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 safety needs of all.
12. 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. A pedestrian refuge island will provide a safer means of crossing a road. A stop control will clarify priority at intersections.

#### **CONSULTATION**

13. Consultation has been carried out with affected residents and no adverse comments have been received.

#### **RESOURCES**

14. The new pedestrian refuge island, signs and road markings can be implemented under the Annual Plan 2008/2009 - Minor Safety budget.

#### **IMPLEMENTATION ISSUES**

15. There are no implementation issues arising from this report.

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



16 **SWANSON ROAD/LARNOCH ROAD, HENDERSON – NEW TRAFFIC SIGNALS WITH PEDESTRIAN CROSSINGS AND NO STOPPING AT ALL TIMES RESTRICTION**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Henderson Community Board's approval for the installation of new traffic signals with pedestrian crossings, and No Stopping At All Times parking restrictions at the intersection of Swanson Road and Larnoch Road.

Council officers consulted with the local community and bus companies in October 2007 and there was strong support for pedestrian signals. Local business owners preferred a roundabout at the intersection.

No other options were identified.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Swanson Road/Larnoch Road, Henderson – New Traffic Signals with Pedestrian Crossings and No Stopping At All Times Restriction report.
- A75 2. **Approve** the installation of a new **PEDESTRIAN CROSSING** be put in place on the south approach of **SWANSON ROAD** where it intersects with **LARNOCH ROAD** as delineated in the diagram on attached page A75 of the agenda report.
3. **Approve** the installation of a new **PEDESTRIAN CROSSING** be put in place on **LARNOCH ROAD** where it intersects with **SWANSON ROAD** as delineated in the diagram on attached page A75 of the agenda report.
4. **Approve** that in relation to **SWANSON ROAD, HENDERSON:**
  - (a) and 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 control and restriction now be resolved to be specified and imposed, namely,
    - (i) on the eastern kerb line of **SWANSON ROAD**, starting from the southern kerb line of Larnoch Road, extending 70 metres south a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
5. **Approve** that in relation to **LARNOCH ROAD, HENDERSON:**
  - (a) and 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 control and restriction now be resolved to be specified and imposed, namely,
    - (i) on the southern kerb line of **LARNOCH ROAD**, starting from the eastern kerb line of Swanson Road, extending 50 metres east a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

6. **Agree** 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 controls and parking restrictions.

## BACKGROUND

1. Through the Lincoln-Rathgar School Travel Plan project and a Pedestrian Crossing Signalisation study carried out in 2006, a public desire for pedestrian crossing facilities across Swanson Road was expressed for students and pedestrians in general.

## DECISION MAKING

### Issues

2. The Lincoln-Rathgar School Travel Plan project identified that many students from the schools along Rathgar Road cross Swanson Road and Larnoch Road before and after school hours. This is because Swanson Road and Larnoch Road serve as the most convenient walking route between the schools and the residential developments to the north such as Swanson Road, Don Buck Road and to the west on Metcalfe Road.
3. A Pedestrian Crossing Signalisation Feasibility study was carried out here and the study identified that there were approximately 409 pedestrian crossing occurrences in the vicinity of the intersection of Swanson Road and Larnoch Road during the after school hours. The majority of pedestrians were students. The retail stores located at number 260 to 264 serve as strong magnets for students to cross Swanson Road.
4. A search of the Land Transport New Zealand database shows that for the past five years, there were 33 accidents within 200 metres of the Swanson Road/Larnoch Road intersection. There were 10 injury accidents, of which three involved young pedestrians under the age of 16. From 1998 to 2006, there have been nine pedestrian accidents on Swanson Road and Larnoch Road, of which 80% were under 16 years old and 33% under 12 years old.
5. The public have expressed concern to the Council on excessive delays experienced by motorists exiting Larnoch Road due to the lack of gaps in the traffic stream to safely merge with Swanson Road traffic.
- A71-A74 6. Five bus services pass through this intersection. The bus companies, Bus and Coach Association and Auckland Regional Transport Authority have expressed their concerns on the delays to service times and intersection safety with the existing Give Way priority control on Larnoch Road. They have expressed their support for this intersection to be signalised - see attached pages A71 to A74.
- A75 7. The introduction of traffic signals at this intersection would naturally result in delays to motorists on Swanson Road who currently do not need to stop for traffic exiting from Larnoch Road. However, to mitigate this, one extra southbound lane on Swanson Road would be incorporated and the intersection would be sensor controlled so that the traffic capacity of Swanson Road is given priority. New No Stopping At All Times restriction is required on Swanson Road and Larnoch Road to ensure no stationary vehicles would affect the flow of traffic and thus the capacity of the intersection. The proposed work is shown in the aerial diagram on attached page A75.

8. The commercial properties of 260 to 264 Swanson Road have two driveways on Swanson Road, the northern access is located near the intersection of Swanson Road/Larnoch Road. Banning the right turn in and out of this access is required to ensure more safety at the new traffic signal intersection. A new traffic island is required on the median of Swanson Road to ensure a higher compliance of this restriction. Motorists who wish to turn right to Swanson Road (towards Henderson Town Centre) can do so either at the other access or by performing a U-turn at the roundabout intersection of Swanson Road/Metcalfe Road nearby.

#### **Options Identified**

9. The Council proposed to the commercial property owners to modify the proposed signals to provide a signal controlled right turn in from Swanson Road to a new (in only) driveway for the commercial properties. However, this was not supported.
10. No other options were identified.

#### **Consideration of Community Views**

11. Residents and commercial property owners were consulted through a mail-drop in October 2007 and a meet-the-residents session was organised on 18 October 2007 at Waitakere College to gather responses to the proposed works.
12. One site meeting was organised with the owners of the commercial properties of 260 to 264 through the Body Corporate on 16 November 2007 to discuss the project.
13. Members of the Henderson and Massey Community Boards have been informed of the progress of the work.

#### **STRATEGIC CONTEXT**

14. 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 safe 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.
15. Provision of a signalised intersection facility here will encourage walking as a mode of transport for short journeys and make it safer for pedestrians to cross the road. No Stopping At All Times Parking Restriction will enable traffic to merge safely.

#### **CONSULTATION**

16. Consultation with residents living in the vicinity was carried out and responses were positive. Of the 100 letters sent out, 29 responded and all supported the proposed works. No adverse feedback was received from this group of the community. Only two persons attended the meet-the-residents session on 18 October 2007 and had come only to seek some clarification. There were no objections received from the housing residents living in the area.
17. One site meeting with the owners of the commercial properties of 260 to 264 was carried out on 16 November 2007 to explain the proposal. The Body Corporate subsequently appointed one owner to represent the owners of the commercial properties. Slight variations to the design were offered, however, the Council was informed in April 2008 that the owners would not accept any options other than a roundabout.

## RESOURCES

18. The cost of the traffic signals is approximately \$230,000 and can be funded from the Annual Plan 2008/2009 Pedestrian Signals budget.

## IMPLEMENTATION ISSUES

19. There are no major implementation issues identified at this stage.

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



## 17 HISTORIC PEAR TREES - UPDATE

### EXECUTIVE SUMMARY

Council's awareness of its orcharding past has been raised over the years by former Councillor Gordon Sunde and more recently by Community Board Members Elizabeth Francke and Elizabeth Grimmer.

This has culminated in Council propagating cuttings from its heritage pear trees at Cranwell Park to ensure the long term survival of those heritage fruit trees. The trees at Cranwell Park are part of the original plantings made by the Cranwell family who lived on Buscombe Avenue at the beginning of the 20<sup>th</sup> century.

There are approximately forty heritage fruit trees that are planned to be planted in sites around Henderson and Te Atatu that have historic significance such as Cranwell Park, Tui Glen, St Michael's Chapel at the Corban Estate and the former McCormick's cottage on Te Atatu Peninsula.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Historic Pear Trees - Update report.
2. **Agree** that the pear trees be planted at Tui Glen, Cranwell Park, the Corban Estate and Harbourview Estate/Orangihina Park.

### BACKGROUND

1. Waitakere's heritage is based largely on extractive industries such as timber milling, gum digging, and ceramics. As suitable land was cleared at the turn of the 20th century, farming, orcharding and viticulture became the predominant land uses. Waitakere was the "fruit bowl" for the rest of Auckland up until the 1960s when the demand for housing started to fragment the existing orchards and vineyards.

2. Robert Cranwell was born in Grantham, Lincolnshire in 1835. Robert and his young wife Elza came to New Zealand under the Albertland scheme aboard the Matilda Wattenbach arriving in September 1862. Port Albert, however, was not their home for very long and they moved first to Parnell, then to Valley Road, Mt Eden where they raised their family. Trained in England as a cabinet-maker, Robert Cranwell became head of Cranwell and Co. in Auckland and later in 1877 a partner in the firm of Garlick and Cranwell, well-known furniture makers. Robert Cranwell, together with Dr Thomas Bell and George Harden (also Albertlanders), established the "Pomaria Orchards" in Waitakere.
3. The former Cranwell House was built on what was then Lincoln Road, and the original house, containing heritage trees was listed as a Category II building was the Council about two years ago. The Pomaria Orchards was one of the first orchards planted between 1889 and 1891 by Robert Cranwell. The purchase and subdivision of 900 acres of land immediately to the north-east of Henderson township offered a chance for Robert Cranwell to re-coup his losses from investments in companies shaken by the Auckland business crisis of the 1880s.
4. Between 1890 and 1891, a hundred acres of orchard were established: apples, pears, peaches, plums, figs, apricots, oranges and lemons. Robert Cranwell moved back to the City in about 1906, leaving his children each with 25 acres of frontage onto Lincoln Road. The Cranwell holdings extended for a mile along Lincoln Road. Robert Cranwell died in 1916 and his wife in the 1920s. A granddaughter, Dr Lucy Cranwell, became an internationally known botanist, and was for many years botanist to the Auckland War Memorial Museum.

## DECISION MAKING

### Issues

#### Orcharding Past

5. Few of the City's original orchards remain and the demand for housing and lifestyle blocks in Henderson and Oratia has meant that only remnants of these orchards remain in Henderson and Oratia. However, the memory and associations of that era remain strong and are a key part of the City's cultural heritage. Many Councillors (past and present) have an association with viticulture or orcharding.
6. Former Councillor Gordon Sunde (deceased), whose family is synonymous with orcharding and viticulture in the City, raised the importance of preserving and propagating the pear trees in Cranwell and Parris Parks as a tangible link with the past. The preservation of these trees on public land means that they can continue to have a relevance to the community today.
7. Community Board Members Elizabeth Francke and Elizabeth Grimmer requested that the trees on Cranwell Park should be propagated two years ago and approximately forty trees are now ready to be planted.
8. The Community Board Members have specifically requested that the trees be planted in appropriate historic locations such as Cranwell Park near the Elvis statue, Tui Glen (the country's first caravan park), the glades at the Corban Estate near St Michael's Chapel, and in the vicinity of McCormick's cottage.
9. Two trees should also be donated to the Sustainable Living Centre/EcoMatters Trust as a way of demonstrating the close connection between self-sufficiency last century and sustainability, which is at the core of the eco city vision.

### Consideration of Community Views

10. A few of the pear trees have been planted at the Waitakere Domain through a community planting day at the request of Elizabeth Francke. There is growing interest in heirloom/heritage varieties of trees and Koanga Gardens and other orchards have developed niche markets for these older varieties. The project to propagate heritage pear trees has support from the heritage sector.

### STRATEGIC CONTEXT

11. The City's cultural heritage is related to the strong communities platform to strengthen the relationship between the community and built and natural heritage.

### RESOURCES

12. Budget to implement the planting and construction of a plaque at Cranwell Park to commemorate the plantings of the historic pear trees can be provided through the Parks Annual Plan 2008/2009.

### IMPLEMENTATION ISSUES

13. It is anticipated that the majority of the trees will be planted in July 2008.

Report prepared by: Alina Wimmer, Principal Advisor: Heritage.



## 18 SAFE WAITAKERE UPDATE

### GLOSSARY

Accident Compensation Corporation	(ACC)
Auckland Region Graffiti Free	(ARGF)
Auckland University of Technology	(AUT)
Community Action on Youth and Drugs	(CAYAD)
Councillor	(Cr)
Crime Prevention Through Environmental Design	(CPTED)
Injury Prevention Through Environmental Design	(IPTED)
Mayoral Task Force on Family Violence	(MTFV)
Member of Parliament	(MP)
Ministry of Health	(MoH)
Ministry of Justice	(MoJ)
Neighbourhood Support Waitakere	(NSW)
Safe Homes for Pacific Kids	(SHFPK)
Safe Waitakere Alcohol Project	(SWAP)
Safe Waitakere Injury Prevention Project	(SWIP)
Stop Tagging Our Place	(STOP)
Town Centre Action Group	(TCAG)
Vehicle Crime Action Group	(VCAG)
Waitakere City Council	(the Council)
World Health Organisation	(WHO)

## **EXECUTIVE SUMMARY**

This report provides an update on Safe Waitakere and provides a focus on some key activities that are currently being developed together with an update on activities already completed.

The history of Safe Waitakere is summarised within this report together with some relevant background information. The composition of Safe Waitakere is also explained and each project under the Safe Waitakere umbrella is then covered in more detail.

Safe Waitakere has developed significantly from the solid foundations which were laid in 1999, when Waitakere became New Zealand's first accredited 'Safe Community'. Since that point the staffing and funding picture has considerably expanded, as has the contribution and support provided by Waitakere City Council (the Council). A significant amount of funding that supports Safe Waitakere is sourced through external contracts. Waitakere now has a vibrant and healthy Safe Waitakere Team, integrated within Council, which is dedicated to community safety.

## **RECOMMENDATION**

It is recommended that the Henderson Community Board resolve to:

**Receive** the Safe Waitakere Update report.

## **BACKGROUND**

### **Safe Waitakere History**

1. Waitakere is proud to have been the pioneering New Zealand city in community injury prevention. Safe Waitakere had its origins in 1995 when a successful application was made by a multi-agency steering group, (supported and hosted by the Council) to the Public Health Commission, to take on the role of piloting community injury prevention in an urban setting. It was a significant task, as the pilot was rigorously evaluated with a view to being extended across the country.
2. The Safe Waitakere Injury Prevention Project (SWIP) was set up with a strong community development focus; the governance group was drawn from a wide range of agencies and from the key target populations. That model was to serve as a platform for the development of other projects established in crime prevention, the Safe Waitakere Alcohol Project (SWAP) and Community Action on Youth and Drugs (CAYAD). All the community safety projects have since operated under the Safe Waitakere banner. More recently Family Violence has been established as a project within Safe Waitakere reporting to the Mayoral Task Force on Family Violence (MTFV).
3. In 1999, as a natural step in its evolution, Waitakere applied to become New Zealand's first World Health Organisation (WHO) accredited 'Safe Community'. Safe Waitakere organised the first Community Safety Conference in New Zealand, bringing together many agencies and communities from all over the country. The conference was held at the Kura Kaupapa at Hoani Waititi Marae. One outcome of the conference was the subsequent establishment of the Injury Prevention Network Aotearoa New Zealand. The culmination of the conference was the ceremony at which Waitakere was presented with its accreditation.
4. In accordance with WHO requirements Waitakere applied for re-accreditation as a 'Safe Community' in 2006. This application was successful and in December 2006 Waitakere was re-accredited with WHO Safer Community status at a celebration in the Council Chambers.

## DECISION MAKING

### Issues

#### Safe Waitakere Overview

5. The primary functions of Safe Waitakere are structured on the principles of partnership and collaboration with a specific focus on community safety. The objectives of the team concentrate on achieving harm minimisation and preventative outcomes.
6. Within Safe Waitakere there are five portfolios: CAYAD, Crime Prevention, SWAP, SWIP and Family Violence. There are 10 staff positions in Safe Waitakere. Significantly, a substantial percentage of the funding supporting the activity of Safe Waitakere is sourced through long term contracts secured between the Council, the Ministry of Health (MoH) and the Ministry of Justice (MoJ).
7. Although Safe Waitakere is sited within the Community Wellbeing Directorate, the scope and scale of the work carried out by the team necessitates strong relationships of a cross-council nature. Safe Waitakere also works across the community and supports and promotes valuable connections and relationships between community and the Council, particularly in areas related to community safety.

#### Safe Waitakere Injury Prevention Project

8. SWIP continues to report to the MoH on a 6 monthly basis, as per the requirements of the contract. Feedback from MoH has been consistently positive. The current contract term concludes in June 2008; renewal for a further 3 year term is anticipated.
9. The SWIP governance board meets on a monthly basis, membership consists of:
  - Chairperson (Carolynne Stone);
  - Te Taumata Runanga (Rev. Fred Holloway & Mihi Te Huia);
  - Waitakere Pacific Board (Noora Samuela & Cheryl Talamaivao);
  - The Council (Cr Brenda Brady);
  - Accident Compensation Corporation (Laura Ager);
  - Royal NZ Plunket Society Inc. (Lisa-May Gray/Caro Walker);
  - Waitemata District Health Board (Patsy Prior);
  - Waitakere Ethnic Board (Ann Pala).

#### Key SWIP initiatives

10. Waitakere Business Celebration: A business celebration held during NZ Safety Week provided an opportunity to acknowledge the commitment of local businesses to injury prevention, not only in their workplace but also throughout the community with the support they have offered to many projects over a number of years. Three businesses identified as having provided outstanding support for community prevention initiatives were awarded certificates.

11. Driveway Run-over Project: In collaboration with the Regional Driveway Injury Project Group a driveway run-over resource was designed for use across the region to reduce child driveway run-over injuries and deaths. This was launched in September 2007 at Hoani Waititi Marae with the project partners including Counties Manukau Injury Free, Communities Living Injury Free Auckland, SWIP, Child Safety Foundation as well as Well Child Health providers and various community organisations. A fact sheet and strategies for prevention were developed to assist families and a visor clip with the message "Check where the kids are, there's no going back" used as a gift for male drivers. Ongoing promotions since September 2007 have included attendance at community events, vehicle safety promotions at Te Kohanga Reo and driver licence courses. Evaluations of the resource are ongoing.
12. Manawa Rawe Project: The Manawa Rawe project is a joint pilot initiative with Sport Waitakere and the support of the Auckland University of Technology (AUT) School of Physiotherapy for people aged 50 years plus who are inactive and with a history of health related issues. The programme started in August 2007 with the first Marae based activity at Hoani Waititi Marae and at Te Maungaronga o Piringatahi Marae the following day. Every second week the group meet at the West Wave thermal pool for aquatic sessions, which were found to be of huge benefit to the project participants. Each participant that attended the first session was assessed by members of the Auckland University of Technology (AUT) School of Physiotherapy. This assessment was repeated in December 2007 and the information received forwarded for analysis. The preliminary report received from AUT researchers showed a vast improvement for the participants that had completed the pre and mid project assessments.
13. Safe Homes for Pacific Kids: The Safe Homes for Pacific Kids (SHFPK) coordinator of West Fono has been working with key Pacific providers in Waitakere as well as national and local injury prevention agencies to gain an understanding of their goals and strategies. This allowed for the coordinator to review available Pacific and mainstream resources in order to identify future requirements.
14. West Fono staff training will be a key component of the project going forward. The SHFPK contract for 2008-09 is under development in consultation with a Pacific Injury Prevention specialist who has guided SWIP through the duration of the project during which a checklist for West Fono staff was developed and staff received initial training on implementation of the checklist, with the goal of establishing improved injury prevention outcomes within the Pacific community.
15. Safekids New Zealand Campaign: Supporting the 2008/2009 national themes, including burns/fire and drowning prevention. This will involve working with Well Child Health Care providers, Te Kohanga Reo and Early Childcare Centres to disseminate information to whanau/family groups. There will be a training component for all partners providing assistance with the delivery of key messages and information.
16. International Safe Communities Conference 2008: SWIP have submitted three abstracts to the conference being hosted by Christchurch City.
17. Falls Prevention: Initiatives to reduce falls in the community will be an area of focus during the next financial year with several new projects under development involving community partners, including a Do It Yourself Falls project, a pedestrian project targeting ease of access around town centres and pre-school falls projects to improve care-giver awareness.

18. Other key initiatives included:
- SWIP Annual Plan;
  - SWIP 2008-2011 contract;
  - Water Safety project;
  - Puawairua Falls and Vehicle Safety project;
  - Hoani Waititi Marae Workplace Hazard Management;
  - Hoani Waititi Marae Safety Audit;
  - Injury Prevention Through Environmental Design (IPTED) training;
  - Falls in public places data collection;
  - Community collaboration with Wai Health during the whanau whanui event;
  - Hoani Waititi Marae Driver Licence Programme;
  - Representing SWIP on the Standards NZ committee;
  - Sport Waitakere: Safe travelling policies for Sporting coaches.

### **Crime Prevention Project**

19. The Crime Prevention Project continues to report to the MoJ on a 12 monthly basis as per the requirements of its contract. Feedback from MoJ has been consistently positive. In September 2007 MoJ committed to a 5 year strategic partnership with Council together with the provision of funding within a contract. The new contract was established following the expiration of a previous 3 year Crime Prevention contract; this established a solid platform for the development of the new contract.
20. Parallel to the establishment of the new contract Waitakere developed its Crime Prevention Plan 2007–2012, within which the key issues of Public Violence, Vehicle Crime, Graffiti Vandalism, Family Violence and Crime Prevention Through Environmental Design (CPTED) were prioritised.
21. Crime Prevention Reference Group: The Crime Prevention Reference Group (CPRG) is integral to the Crime Prevention Plan 2007-2012. CPRG meets on a quarterly basis and is made up of key stakeholders with an interest in Crime Prevention issues; the group is chaired by Deputy Mayor Penny Hulse.

### **Key Crime Prevention Initiatives**

22. Maori Wardens: Funding of \$100,000 was allocated within the 2007/2008 Annual Plan to fund street patrols by Maori Wardens. This followed a submission to Annual Plan and also took place after the implementation of Project Respect. Project Respect was a 6 month pilot project which focused on alcohol related violence, Maori Warden patrols were a component of this successful project. A contract has recently signed between Council and the Waitemata Maori Warden Trust Inc. As per the requirements of the contract, the Trust will provide 6 Wardens per day, 5 days per week, 5 hours per day. The deployment of the Wardens will be determined on a weekly basis in partnership with the Police and will focus on key locations within the City.
23. Pacific Warden Scheme: The Pacific Warden scheme was also awarded \$30,000 through the 2007/2008 Annual Plan. The establishment of a specific trust, as a separate legal entity was necessary. The Trust has now been established and it is expected that Pacific Wardens will be active in the near future.

24. Neighbourhood Support Waitakere: Neighbourhood Support Waitakere (NSW) was established in May 2007. A paid part time area coordinator has now been employed. NSW received support to assist its establishment, and continues to receive support in terms of its development from Safe Waitakere, New Zealand Police, Civil Defence and the New Zealand Fire Service. Support for NSW was also provided by Councillors and Community Board representatives. To date NSW has signed up over 4,000 residences to the scheme and continues to grow. Safe Waitakere assisted NSW in the submission of a contestable funding application to MoJ. The application was successful and MoJ have provided NSW with funding (\$20,000) to deliver a graffiti education programme city-wide. NSW have prepared a 3 year strategic plan and are actively seeking funding from various bodies in an effort to become self sufficient.
25. Vehicle Crime Action Group: The Vehicle Crime Action Group (VCAG) continues to work collaboratively and has enjoyed an increase in membership over the 07/08 year. This includes the inclusion of a new initiative, the Town Centre Action Group (TCAG). TCAG brings together 5 major locations and entities namely, Westgate, Westcity, Lynn Mall, Kelston and Lincoln North. These locations incorporate major on-site parking facilities which inevitably attract vehicle crime issues.
26. VCAG launched Operation Speedo in December 2007, the operation continued during the summer period through into January 2008. Operation Speedo is a partnership between the Community, Council, Police, Rural Fire, Surf Life New Zealand, Auckland Regional Council Rangers, Waitakere City Council Rangers, Civil Defence and Council Parking Officers. The operation combats vehicle crime within our hot spot car parks out in the rural West Coast Beaches and Ranges. Last year's operation saw a reduction of vehicle crime in these areas by half. Operation Speedo received significant media coverage through the New Zealand Herald, the Western Leader and also the Police 10/7 television show.
27. Graffiti Vandalism: The Council continues to support the work of the Auckland Region Graffiti Free (ARGF) Project. The ARGF Project is a community safety partnership between the seven Territorial Local Authorities and the three Police Districts in Metropolitan Auckland that seeks to achieve the eradication of graffiti vandalism across the Auckland region by 2012. The Council provided funding to the regional project (\$19,000) during the 2007/2008 year as did all other councils within the Auckland Region. Members from Safe Waitakere and Tag Out Trust represent Waitakere on the ARGF Project. MoJ have also committed funding to the project and 4 priority work streams have been established; these include the development of a regional database, enforcement, local programmes and partnerships projects. One significant area of activity which is aligned to the partnerships project work stream is a rail corridor initiative.
28. Rail Corridor Initiative: This unique project brings together Council, the Department of Corrections and ONTRACK. The project operates on the rail corridor between Mt Lebanon Lane and Bruce McLaren Road, Waitakere. The aim of this initiative is to beautify and eradicate graffiti vandalism along this section of rail corridor over a 3 month period. The unique part of this project is the use of free labour provided by Department of Corrections.
29. Crime Prevention Through Environmental Design: Incorporating the three disciplines of CPTED, IPTED and Barrier Free Access as part of a Safety and Access by Design 2-day workshop recently proved very successful. This was measured through feedback received from delegates who attended the workshop. Delegates were mainly of council staff from various departments and disciplines who are in a position to influence a safer built environment for the community. Additional funding (\$10,000) has recently been received from MoJ to support further CPTED training.

30. Car Park Safety Accreditation Scheme: This scheme aims to promote CPTED principles within car parks and provide an accreditation/award scheme for car park owners and management. The scheme is supported by funding from MoJ and a pilot project has been established including three councils: Waitakere, Auckland and Upper Hutt. The scheme recently received approval from the Waitemata District Police Commander.

#### **SAFE Waitakere Alcohol Project**

31. SWAP continues to report to the MoH on a 6 monthly basis. Feedback from MoH has been consistently positive. The SWAP Contract was reviewed by the Ministry of Health in mid 2007 and has now been extended until 2010.

#### **Key SWAP initiatives**

32. Review of the Control of Liquor in Public Places Bylaw: Following concern from the community, business associations and Police regarding the amount of alcohol related incidents in public places, SWAP instigated a review of the Control of Liquor in Public Places bylaw. There have been 24 identified areas of concern within the City and these have been highlighted in a separate report to the Planning and Regulatory Committee.
33. “Get into it not out of it” – Marketing Programme: This was an initiative generated from the North-West Host Responsibility working party consisting of licensing inspectors from North Shore, Rodney and Waitakere, liquor licensing police personnel from North Shore and Rodney, Waitemata Police District Youth Coordinator, Accident Compensation Corporation (ACC) Injury Prevention Coordinator, Waitemata Alcohol Analyst and SWAP Project Leader. The project was funded by the ACC and Police national offices and was designed to reduce intoxication on licensed premises, raise the awareness of licensed premise staff and the general public around the requirements of the Sale of Liquor Act and also reduce the sale of alcohol to minors from on-licensed premises.
34. The campaigns activities included radio advertising, license premise promotional material, controlled purchase operations, targeted team policing activities on licensed premises and distribution of posters to key organisations. The project evaluation returned positive results and outlined the achievement of the key objectives.
35. “It’s too late to cry” – Maori and Pacific Marketing Messages: This initiative was instigated by SWAP together with a Maori advisory group, following an identified need for specific tailored messages, aimed at reducing the supply of alcohol by parents and whanau members, to young Maori. The messages were developed into posters and were disseminated to targeted community organisations and Marae throughout the Waitemata Police District.
36. Following consultation with the Waitakere Pacific Board the messages have now been translated into five Pacific languages to address supply issues in Pacific communities. The Waitakere Pacific Board has disseminated over 2000 copies to churches and pacific groups in Waitakere.
37. Party Pack: SWAP together with the North-West Host Responsibility group are developing an information pack aimed at reducing intoxication in the home. The pack will provide information on good host responsibility practices, including the provision of food, safe transport, lawful requirements, intoxication guidelines and monitoring tips.

38. CAYAD Waitakere Needs Assessment: SWAP is assisting CAYAD in undertaking a community wide needs assessment to identify gaps in service delivery and programmes in the alcohol and drug areas. A full explanation of the project is contained in the CAYAD project summary.
39. Needs Assessment of Waitakere High Schools: SWAP and CAYAD are undertaking a needs assessment of all high schools in Waitakere to identify gaps in programmes and education around alcohol and drugs. Principals have indicated their support for the project and initial meetings have been held with school counsellors and other key representatives.
40. Controlled Purchase Operations: SWAP works closely with the District Licensing Agency and local Police to conduct controlled purchase operations. The key aims of the operations are to reduce the sale of alcohol to minors from licensed premises by increasing licensee compliance in respect of viewing evidence of age documents.

### **Community Action on Youth and Drugs**

41. CAYAD continues to report to the MoH on a 6 monthly basis, as per the requirements of the contract. Feedback from MoH has been consistently positive. The current contract term concludes June 2008. Renewal for a further 3 year term is anticipated.
42. CAYAD are one of twenty-eight MoH funded sites around the country. CAYAD has been working within Waitakere since 2004 to improve the health and wellbeing of the population by minimising harm caused by illicit drug use. To achieve this goal CAYAD aims to increase community ownership and capacity to address these health issues.
43. There have been three key initiatives CAYAD have been involved in since the beginning of 2008, they are a 2008 Needs Assessment, a Waitakere High Schools initiative and the Kick It Programme.

### **2008 Needs Assessment**

44. CAYAD have been working in collaboration with SWAP to conduct a needs assessment. The purpose of the assessment is to identify current and emerging alcohol and drug issues within the Waitakere community and to develop a strong evidence base of effective community interventions.
45. The Needs Assessment has involved collecting information from a variety of community sources. This included meeting with a number of community agencies and organisations to gain their perception on current youth, alcohol and drug issues. CAYAD is currently in the process of conducting five youth focus groups to enable youth to voice their concerns and viewpoints. Local and national media sources are being scanned to gain insight on current issues and trends. Finally a literature review will be completed to highlight effective community based interventions that may address the concerns raised from the Needs Assessment.
46. The Needs Assessment is due for completion at the end of July 2008. The information gained from this assessment will directly input into the strategic direction of CAYAD for the next three years.

47. Waitakere High Schools: CAYAD staff have collaborated with SWAP to provide support to Waitakere High Schools. This group was identified during the needs assessment as a key link to Waitakere youth. Initial contact has been made with the schools and CAYAD staff are currently conducting further investigations into their needs and are gathering evidence of best practice.
48. 'Kick It' Programme: CAYAD has been a strong supporter of the 'Kick It' programme for a number of years. Kick It is an alternative action programme for students who are found with drugs while at school. Instead of appearing before the Board of Trustees, the students make a vow of abstinence and continue to remain at school to receive their education. Once a student is contracted on to the 'Kick It' programme they are provided with ongoing support to address their drug issues and are randomly drug tested to ensure the abstinence. Kick It is currently only available in two Waitakere schools. However, as part of the work being conducted with the wider Waitakere high school group this number may increase.

### **Family Violence**

49. Mayor Bob Harvey has drawn together a Mayoral Taskforce on Family Violence, with the Vision that "all families and whanau have healthy, respectful, stable relationships, free from violence".
50. The Mayoral Taskforce, co-chaired by Mayor Bob Harvey and Dr Pita Sharples, is made up of people who are committed to supporting the people and agencies working to reduce family violence in Waitakere and to promoting peaceful strong and supported families in which family violence is not tolerated.
51. The Taskforce do this enabling work by raising the City's profile, advocacy and using their agencies and networks to bring together resources, with the aim of "clearing the way" for the local agencies to deliver services on the ground.
52. The roles of the Taskforce include:
  - Advocating to support organisations and local community agencies working to realise the vision of Waitakere being family violence free;
  - Ensuring that the Taskforce process meets the diverse needs of our multi-cultural community, using a partnership approach;
  - Working on behalf of Waitakere City to ensure that adequate resources are available to address family violence prevention;
  - Supporting community organisations to continue to be innovative in their approach, and to encourage them to deliver, monitor and share best practice;
  - Advocate for change at a national level to ensure that local and regional intervention programmes and proposals are as effective as possible;
  - Ensure that, in any initiative the Taskforce undertakes, members will take full account of cultural, age, linguistic, faith, gender, sexuality and disability issues;
  - Provide leadership in Taskforce members' own organisations around Family Violence, including ensuring that organisational leadership continues to be present on the Taskforce and membership is not delegated to staff who are not in leadership positions.
53. The Taskforce is not an operational group. Their role is to be advocates, champions, lobbyists, to aid networking, cooperation and partnering, to provide the expertise of their agencies, to add momentum, to provide energy and raise the profile, when required, in support of those workers in the family violence community in Waitakere.

### Key Family Violence Initiatives

54. Marchers Say Family Violence is Not OK: More than 1,000 people took time out on 23 November 2007 to support the White Ribbon Day march from Waitakere Hospital to the Civic Square at Waitakere Central. The march, organised by the Waitemata District Health Board, the Police and the Council was at least twice as big as the previous year's march. Mayor Harvey led the march under the banner 'Family Violence - It's Not OK in Waitakere'. He was accompanied by the Hon David Cunliffe (Minister of Health), Dr Pita Sharples (co-leader of the Maori Party), Labour MP Lynne Pillay, Maori Party MP Hone Harawira, Council representatives Cr Linda Cooper and Cr Peter Chan and Inga Tuigamala. The latter, with Mayor Harvey and actress Robyn Malcolm were also the faces of the first billboard campaign against family violence in Waitakere.
55. Billboard Campaign: This initiative utilises billboards across Waitakere and consists of high profile individuals promoting the family violence message "it's Not OK in Waitakere". The latest series of billboards launched in April 2008 included actor Annie Whittle, All Black great Michael Jones, television personality Pio Terei and Outrageous Fortune's Tammy Davis.
56. Rubbish Bag Initiative: This initiative involved the printing of the family violence "It's Not OK" information on the City's rubbish bags which when placed on the streets of Waitakere promoted the crucial campaign message.
57. Stocktake: The Mayoral Taskforce requested that a stocktake of family violence prevention services be undertaken in order to identify existing services and potential service gaps in Waitakere. The stocktake was undertaken by the Council Advocate for family-violence prevention. In the stocktake services were grouped according to whether they were working in primary prevention, secondary "at risk" or tertiary sectors. Additional services, that do not have family violence as their core business, but work in the area nonetheless, were also identified as part of this stocktake. The stocktake was presented at the Mayoral Task Force meeting held on 9 June 2008.
58. The Safe Waitakere Team has developed significantly from the solid foundations which were laid in 1999, when Waitakere became New Zealand's first accredited Safe City. Since that point the staffing and funding picture has considerably expanded, as has the contribution and support provided by Council. Waitakere now has a vibrant and healthy Safe Waitakere Team, integrated within Council, which is dedicated to community safety.

### Consideration of Community Views

59. Safe Waitakere is closely connected to the community and considers the needs, views and opinions of the community within the Safe Waitakere programme of work. A number of advisory or steering groups support Safe Waitakere and these groups are made up of representatives from key stakeholder groups in the community.

### STRATEGIC CONTEXT

60. The work of Safe Waitakere is closely associated with the strategic priorities of First Call for Children and Safe City. The work of Safe Waitakere supports the Strong Communities Strategic Platform. The Active Democracy strategic platform also reinforces the concepts of the 'Waitakere Way'; the active involvement of multiple agencies, and of all communities in Waitakere, all of which are essential to safety issues within the City.

61. Safe Waitakere programmes also respond to the Community Outcomes of Strong Communities (He Iwi Kaha), Toiora (Healthy Lifestyles), Urban and Rural Villages (Nga Kainga Taone, Tua Whenua) Whaiora (Participation in Society) and Working Together (Te Mahi Tahī)

### CONSULTATION

62. This report has been created from input from all staff within the Safe Waitakere Team.

### RESOURCES

63. Approximately 70% of the funding supporting the activity of Safe Waitakere in 2007/2008 was sourced through long term contracts secured between Council, MoH and MoJ. The level of this externally sourced funding (excluding one off awards and contestable allocations) amounted to \$575,588. In addition to the longer term contracts Safe Waitakere also attracted funding from MoJ for a CPTED project (\$10,000) and ACC/Police funding for a regional alcohol related campaign (\$21,500). Safe Waitakere has recently submitted an application for funding to the MoJ in connection with the Government's Stop Tagging Our Place (STOP) strategy. If successful this application will assist the prevention and reduction of graffiti vandalism in Waitakere.
64. Council funding in 2007/2008 was made up of \$134,000 for Family Violence Coordination and associated initiatives; \$35,000 for crime prevention; \$100,000 for Maori Wardens street patrols; \$30,000 for the establishment of Pacific Wardens and a \$20,000 grant to Watersafe Auckland.

### IMPLEMENTATION ISSUES

65. There are no implementation issues associated with this report.

**Report prepared by:** Mark Maxlow, Safe Waitakere Team Leader.

