



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

# HENDERSON COMMUNITY BOARD

(Western Heights, McLaren Park, Henderson, Lincoln, Te Atatu South and Te Atatu Peninsula)

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

**DATE:** Thursday, 2 October 2008 **TIME:** 6.30 pm

**MEETING ROOM:** Council Chamber

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

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

26 September 2008

Ngareta Delamere  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8552

### MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairman)
Mr	WS	Bainbridge (Deputy Chairman)
Cr	BA	Brady, JP
Cr	MM	Jolley
Mr	SJ	McDonald
Mr	LJF	Nobilo, JP
Ms	S	Savage

(Quorum 4 members)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(Meeting Room could be subject to change)

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

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD IN  
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY  
ROAD, HENDERSON, WAITAKERE, ON THURSDAY, 2 OCTOBER 2008,  
COMMENCING AT 6.30 PM**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	<b>APOLOGIES</b>	1
2	<b>CONFIRMATION OF MINUTES</b>	1
3	<b>URGENT BUSINESS</b>	1
4	<b>CONFLICTS OF INTEREST</b>	1
5	<b>PRESENTATION - NEW ZEALAND POLICE</b>	2
6	<b>PUBLIC FORUM</b>	2
	<b>PUBLIC FORUM WILL TAKE PLACE AT 7.00 PM.</b>	2
7	<b>CHAIRMAN'S REPORT</b>	2
8	<b>BOARD MEMBERS' REPORTS</b>	4
9	<b>COMMITTEE SECRETARY'S REPORT</b>	5
10	<b>WALKWAY OF FAME</b>	10
11	<b>MILLBROOK ROAD, HENDERSON – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION</b>	12
12	<b>NEIL AVENUE, TE ATATU PENINSULA - SPEED HUMPS</b>	14
13	<b>SEL PEACOCK DRIVE, HENDERSON – NEW BUS STOP</b>	17
14	<b>TE ATATU SOUTH SCHOOL TRAVEL PLAN - NEW KEA CROSSINGS, NEW STOP CONTROLS, NEW PEDESTRIAN CROSSINGS, NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS AND RELOCATION OF A BUS STOP, TE ATATU SOUTH</b>	19
15	<b>TE KANAWA CRESCENT, HENDERSON – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION</b>	24
16	<b>UNIVERSAL DRIVE, HENDERSON - EXTENSION PROJECT</b>	26
17	<b>FORMER TE ATATU SOUTH LIBRARY FACILITY</b>	30
18	<b>COMMUNITY WELLBEING LOCAL FUND ALLOCATION 2008</b>	33

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD IN  
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY  
ROAD, HENDERSON, WAITAKERE, ON THURSDAY, 2 OCTOBER 2008,  
COMMENCING AT 6.30 PM**

---

**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 7 September 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, 7 September 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 Community 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 2 October 2008.
2. **Agree** that a further submission on the Central Park Drive Cycleway be forwarded to the Strategic Advisor: Transport for inclusion in any discussions around the Central Park Drive Cycleway process.

### REPORT

1. Hopefully we are at the end of what has been the wettest winter I can remember and can look forward to a great summer.
2. The Mayors Report for September 2008 which highlights the Call for Tough Actions and Early Intervention for at Risk Children was inspiring and I believe that the report and action needed to fight child abuse is the strongest, most challenging and most hard hitting report I have read in some time. It cuts to the heart of the problems and calls on us to make a difference instead of some of the agencies that just talk about it. A copy is attached at pages A1 to A4.

A1-A4

### **Town Centres Subcommittee**

3. This month the presentations for the Town Centres Subcommittee were centred on New Lynn and were really exciting concepts with projections out to 50 years. I have left the presentations in the Community Board Lounge for all to read.

### **McLaren Park Henderson South Community Initiative**

- A5
4. This McLaren Park Henderson South Community Initiative continues to flourish and has achieved so much for its community. I have statistics on the area which, while disturbing, I am sure this would have been worse without this outstanding community group. A copy of the statistics in this area is attached at page A5. The Community Board will be meeting with this community group to discuss the plans for their community building.

### **Tui Glen Rehabilitation Centre**

5. The Governor-General of New Zealand, His Excellency, The Honourable Anand Satyanand, PCNZM, QSO opened the new Tui Glen Rehabilitation Centre on Wednesday 17 September. The building is a tribute to the dedication of Frank Schwanner, who since 1992 has worked toward accomplishing what was a dream, to provide people needing neurological rehabilitation a centre of their own. The Community Board has been involved in this long time dream since 1992 when Frank rang me to obtain the Community Board's support. Originally he had been offered a building for removal by the New Zealand Blind Institute and had hoped it could be sited on Hart Domain, but due to objections of the nearby residents it was not to be. The Community Board then granted the Tui Glen Rehabilitation Centre the lease to what was the shop and lounge of the Tui Glen Camping Ground and Park. Council later gave ownership to the Centre. The new part of the building has been extended over the old skating rink.

### **Heritage Tree Planting**

6. Seventeen heritage pear trees were planted on Tuesday, 16 September 2008 at Cranwell Park. The pear trees are part of the original plantings made by the Cranwell family who lived on Buscomb Avenue, Henderson over 100 years ago. The late Gordon Sunde, a former Councillor, whose family is synonymous with orcharding and viticulture in this City raised the importance of preserving and propagating the pear trees in Cranwell Park as a tangible link with our past.

### **Opening Global Café**

7. This new youth facility opened on Friday, 26 September 2008 with a blessing. This is an exciting new venture which will support and provide a place for our youth to meet and interact with each other.

### **National Community House Hui**

8. All four Community Boards were represented at this hui. What emerged was the different and varied ways that community houses are run throughout New Zealand but the common thread was their commitment to the community they represent. Congratulations to the Waitakere organisers who devoted so much time and effort to make it a success. The next National Community House Hui will be held in Lower Hutt in 2009.

### Harbourview Park

9. The report received by the Community Board on heritage protection and interpretive signage last month has attracted interest from both the media and the residents of Te Atatu, which is pleasing given the Community Board has been requesting this for some time.

### Waitemata District Commander

10. Superintendent Bill Searle has been appointed the new Waitemata Commander while Superintendent Mike Bush who was at Waitakere has been appointed District Commander Manukau.

### Local Government New Zealand Zone 1

- A6-A9 11. At a meeting held at Rodney in August 2008 the report from the New Zealand Community Board's Executive Committee (Zone One report) was presented by Mike Cohen. As always it was a most comprehensive report and a copy is attached at pages A6 to A9.

### NZ Community Board Conference

12. This will be held at Christchurch in March 2009 with nominations for awards closing on 16 December 2008. The Board needs to decide if it wishes to submit any entries and who will represent the Board at the conference.

### Central Park Cycleway

- A10 13. After discussions with members I made a further submission and a copy is attached at page A10.

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
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Shirley Savage

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Steve McDonald Shirley Savage (alternate)
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**

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Committee Secretary's Report for the Henderson Community Board dated 2 October 2008.
2. **Agree** to appoint a representative to attend the Community Boards' Conference in March 2009.
3. **Agree** to appoint an alternate representative to attend the Community Boards' Conference in March 2009, subject to funding arrangements.

	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 early October 2008 subject to weather conditions.	Andreas Lilley ☎ 836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
2.	Te Atatu Peninsula Walkway Design - Chapman Strand to Taipari Strand Officer's Report	All resource consents have been obtained and the building consent application was lodged in August 2008. Stage One of the physical works is scheduled to commence in January 2009, with completion scheduled for April/May 2009.	Katharine Slack ☎ 836 8000 Ext: 8303
3.	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 to Chapman Strand Park during the hours of 7.00 pm until 7.00 am due to disorderly behaviour in the car park.  Public notification to permanently lock the gate during the night hours has commenced in September 2008 and once this has been completed the results of the public submission will be brought back to the Community Board.	Sarah Natac ☎ 836 8000 Ext: 8561
4.	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 was completed during September 2008. This project will now enter a maintenance period of one year.	Helen Biffin ☎ 836 8000 Ext: 8758
5.	Community Board Minor Parks Projects 2008/2009 Officer's Report	Due to the limited amount of submissions received for the Henderson Ward, a report to the Community Board has been deferred until further notice. Council officers are currently investigating suitable projects that may be successfully achieved through this budget and recommendations will be reported to the Community Board at a later date.	Sarah Natac ☎ 836 8000 Ext: 8561
6.	Allocated Parking at Cranwell Park Following the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre  Resolution No. 3311/2007 Nos. 5 and 6  3 September 2007  Henderson Community Board	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 Community Board at the end of 2008.	Andreas Lilley ☎ 836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
7.	<p>McLeod Park Toilet Upgrade</p> <p>Officer's Report</p>	<p>It is planned that the public toilet at McLeod Park be relocated and upgraded. The toilet would be relocated from its current position behind the club building to a more visible location.</p> <p>Mail drops of the concept design were delivered to the local community in September 2008.</p> <p>McLeod Park is a Citywide park therefore jurisdiction for the development on this park sits with the Infrastructure and Works Committee. A report on this project will be taken to the October 2008 meeting of the Infrastructure and Works Committee seeking approval of the proposed concept design.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
8.	<p>Parking Issues at 1B Buscomb Avenue, Henderson</p> <p>Resolution No. 1540/2008</p> <p>3 September 2008</p> <p>Henderson Community Board</p>	<p>At the Henderson Community Board meeting held on Thursday, 4 September 2008 an issue was raised in Public Forum regarding parking at 1B Buscomb Avenue, Henderson.</p> <p>Council officers have visited the Spice Shop owners at 1B Buscomb Avenue, Henderson to advise them that the no parking signs in the Spice Shop window are to be taken down immediately and a new P30 At All Times parking restriction will be implemented for the parking spaces outside the shop.</p>	<p>Jack Burton</p> <p> 836 8000</p> <p>Ext: 8551</p>


A11-A17

	Issue	Comments	Reporting Council Officer
	<p>9. Community Boards' Conference and Best Practice Awards, 19-21 March 2009 Christchurch</p> <p>Officer's Report</p>	<p>This conference will be hosted by Christchurch City Council at the Christchurch Convention Centre and celebrates 20 years of Community Boards. The event commences with a 20<sup>th</sup> Anniversary Celebratory Dinner on Thursday, 19 March 2008, including the presentation of Best Practice Awards, and closes on Saturday, 21 March 2009. A programme is attached at pages A11 to A17, and further guidelines and information about the Conference are available on the website: <a href="http://www.cbc09.org.nz">www.cbc09.org.nz</a>.</p> <p>The Best Practice Awards are presented to Community Boards in recognition of significant contributions to achieving excellence and innovation in their communities. If a Board is involved in a programme or project that displays a high degree of excellence, it may enter for the Awards under one of the following categories:</p> <ul style="list-style-type: none"> <li>Consultation;</li> <li>Significant project;</li> <li>Facilitation;</li> <li>Partnership;</li> <li>Heritage;</li> <li>Working with Maori;</li> <li>Working with Children and Youth;</li> <li>Harmonious relations; and</li> <li>Safety and the NZ Police.</li> </ul> <p>Entries can be submitted electronically to: <a href="mailto:BestPracticeAwards2009@ccc.govt.nz">BestPracticeAwards2009@ccc.govt.nz</a> or by registered mail using the attached covering Entry Form. All entries must be received no later than Tuesday, 16 December 2008 at 5pm. Entries will remain with Local Government New Zealand in Wellington and will be used for sharing good practice with other Community Boards.</p> <p>Each Community Board is invited to nominate one representative to attend the meeting, and one alternate representative. Each representative will be funded by the Council to attend the Conference, and if budgets allow, the alternate representative may also be funded to attend. An option may be for a mix of Council and private support.</p>	<p>Owena Schuster</p> <p>☎ 836 8000</p> <p>Ext: 8864</p>

	Issue	Comments	Reporting Council Officer
10.	<p>Noise Level Crossing Alarm Bell at the Mt Lebanon Rail Level Crossing</p> <p>Resolution No. 1287/2008</p> <p>7 August 2008 Henderson Community Board</p>	<p>The petition of Mt Lebanon Lane residents has been forwarded to ONTRACK for its consideration. ONTRACK has undertaken to write to Lisa Roberts (as a representative of Mt Lebanon Lane residents) to communicate their position that they are proposing to take no further measures to address these issues, apart from the quiet bells already installed (which were funded by the Council).</p> <p>Council officers are continuing in discussions with ONTRACK in an attempt to modify this position. The broader Citywide issue of level crossing alarm bell noise will be reported to the Infrastructure and Works Committee at its November 2008 meeting. The Community Board will be updated about any developments on this issue through the Committee Secretary's report.</p>	<p>Darren Davis</p> <p>☎ 836 8000</p> <p>Ext: 8635</p>

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Henderson Town Centre Update	Infrastructure and Works Committee	Report and attachments will be circulated as a supplement.
Development of Waitakere City Parking Plan	Policy and Strategy Committee	Report and attachments will be circulated as a supplement.

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	<p>Resolution No. 1468/2005</p> <p>August 2005</p> <p>Last updated 5 February 2007</p>	6 November 2008	<p>Tony Miguel</p> <p>☎ 836 8000</p> <p>Ext: 8294</p>
Investigating Suitable Accommodation for the Living Water Worship Centre Trust Playgroup	<p>Resolution No. 1286/2008</p> <p>7 August 2008</p>	6 November 2008	<p>Melonie Lister</p> <p>☎ 836 8000</p> <p>Ext: 8537</p>
Henderson and Lincoln Corridor - Forward Planning	<p>Resolution No. 1285/2008</p> <p>4 September 2008</p>	Ongoing Updates	<p>Jeff Murray</p> <p>☎ 836 8000</p> <p>Ext: 8420</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Te Atatu Anti-Aircraft Battery Update	Resolution No. 1538/2008 4 September 2008	4 December 2008	Alina Wimmer  836 8000 Ext: 8798

Report prepared by: Ngareta Delamere: Committee Secretary.



## 10 WALKWAY OF FAME

### EXECUTIVE SUMMARY

The purpose of this report is to update the Henderson Community Board on the process of selection for inductees into the Walkway of Fame for 2008 and to seek nominations for the selection committee.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Walkway of Fame report.
2. **Agree** to nominate two representatives from the Henderson Community Board to the selection committee for the latest round of Walkway of Fame inductions.
3. **Agree** that for reasons of protection of the privacy of individuals concerned, those nominated, and the names of those chosen for induction into the Walkway of Fame, remain confidential until a formal announcement is made.

### BACKGROUND

1. This project was initiated as a Millennium project in 1999. The Walkway of Fame was moved from Catherine Mall to outside the Civic Centre in 2006 and aims to promote community pride and to provide an interesting public feature.
2. High-profile Waitakere identities have their hand or foot imprints etched into granite slabs in the walkway, along with suitable text acknowledging their achievements.
3. Those featured on the Walkway of Fame so far come from a cross-section of the arts, sport, politics, Maoridom and the community. Following the unveiling of the 2006 and 2007 inductees in June of 2008, there are now 16 inductees on the Walkway of Fame.
4. As in previous years, public nominations for inclusion into the Walkway of Fame were called in June and July 2008, through local newspapers and online through the Waitakere City Council website. 31 nomination forms were received for 14 nominees.

5. A selection panel will be set up, comprising the Mayor, the Deputy Mayor, a former inductee and two representatives from the Henderson Community Board, who will select up to 3 new inductees. This selection process will be undertaken in November 2008 with an announcement on inductees being made to the public in December 2008.
6. The criteria for selection are that the person:
  - Must be nationally or internationally recognised and they must have been born in, or lived for a substantial part of their life/career in Waitakere; and
  - Those who have helped raise the profile of the region or whose work/career has been inspired by the region (for example actors or artists) may also be considered.
7. The method used for etching images and text onto the paving stones has proved a success. The black granite stones are durable and safe (a non-slip sealant is applied). It is proposed that this method and style of presentation used in the past be continued. The lead-time for producing and installing the tablets is 4 to 6 weeks. On-site work includes lifting existing flagstones, which will be replaced by the new granite tablets.
8. Once candidates are selected and the tablets produced, it is proposed that a public “unveiling” ceremony be held in January/February 2009.

## **DECISION MAKING**

### **Consideration of Community Views**

9. The Walkway of Fame project has been running since 2000 and recognises local identities who have achieved national, or international, recognition in their field. The Henderson Community Board is asked to nominate a representative to the selection committee for the latest round of inductions.

## **STRATEGIC CONTEXT**

10. The Walkway of Fame contributes to the Vibrant Arts and Culture Community Outcome, and to the Urban and Rural Villages strategic platform by reflecting local character and fostering pride and sense of identity. The project also demonstrates the City’s commitment to installing functional art in public spaces.

## **CONSULTATION**

11. Consultation has been carried out with the community via the nomination process, where the community were asked to nominate Waitakere residents who they felt deserved to be placed within the Walkway of Fame.
12. Further consultation will be undertaken with the selection committee, who will be responsible for looking at the background of each nominee and making an informed decision on their eligibility for inclusion.

## **RESOURCES**

13. There is \$11,000 allocated in the Annual Plan 2008/2009 for this project, which will allow the installation of at least 3 new stones into the Walkway of Fame.

## IMPLEMENTATION ISSUES

14. There are no issues involved in implementing the recommended decision.

Report prepared by: Barbara Cade, Manager: Events & Special Projects.



## 11 MILLBROOK ROAD, HENDERSON – NEW 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 Millbrook Road, Henderson as part of the implementation of a new section of shared use cycleway and walkway.

Consultation with residents directly affected by the works was carried out in April 2006 and positive feedback was received for the option under construction.

The introduction of a new No Stopping At All Times parking restriction on the western side of Millbrook Road is a design requirement of the new shared use cycleway and walkway. There are no other recommended options.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Millbrook Road, Henderson – New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **MILLBROOK 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 restriction now be resolved to be specified and imposed, namely,
    - (i) on the western kerb line of **MILLBROOK ROAD**, starting from a point approximately 19 metres south of the northern kerb line of **AWAROA ROAD** and extending north for approximately 910 metres, a 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 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 report was presented at the 2 November 2006 Henderson Community Board meeting to recommend the preferred option for the Millbrook Road cycleway and walkway. It was resolved:

*“That option 4 as set out in the agenda report be adopted as the preferred option for the Millbrook Road cycleway and walkway.”*

2. The construction of the new cycleway and walkway will require occasional narrowing of Millbrook Road and therefore it has become necessary to remove on street parking from the western side to maintain clear lanes for the safe and efficient movement of traffic.

## DECISION MAKING

### Issues

3. Millbrook Road is a district arterial road and carries traffic volumes of approximately 10,600 vehicles per day.
4. The construction of a new shared use cycleway and walkway on the western side of Millbrook Road will cause occasional narrowing of the road, which will necessitate the removal of on street parking on the western side.
5. The construction of a new shared use cycleway and walkway on the western side of Millbrook Road will require the removal of on street parking on the western side to prevent conflict between cyclists using the new shared use cycleway and walkway and passengers exiting parked vehicles.
- A18-A19 6. The location of the new No Stopping At All Times parking restriction is indicated on the photographs attached at pages A18 to A19.

### Options Identified

7. No other options are identified.

### Consideration of Community Views

8. The removal of on street parking on the western side of Millbrook Road will prevent conflict between passengers exiting parked vehicles and cyclists using the new shared use cycleway and walkway. There are no issues anticipated with the removal of the on street parking as there are no houses on that side of Millbrook Road.

### Preferred Option

9. The preferred option is to install the parking restrictions. There are no other recommended options.

## STRATEGIC CONTEXT

10. 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.
11. A No Stopping At All Times parking restriction implemented here will avoid potential delays to traffic and improve the safety of cyclists using the new shared use cycleway and walkway.

## CONSULTATION

12. Residents and property owners were consulted in April 2006 regarding the proposed parking restrictions as part of the proposed design options for the new shared use cycleway and walkway. Positive feedback was received for the option which is currently under construction.

13. A letter was issued to residents and property owners in August 2008 informing them of Council's intention to proceed with the new No Stopping At All Times parking restriction. Feedback regarding this letter will be presented by an officer at the meeting.

#### RESOURCES

14. The works will be funded from the Annual Plan 2008/2009 Cycleway budget.

#### IMPLEMENTATION ISSUES

15. There are no implementation issues identified.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



## 12 NEIL AVENUE, TE ATATU PENINSULA - SPEED HUMPS

### EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Henderson Community Board to construct speed humps in Neil Avenue, Te Atatu Peninsula, as part of the slow street programme to be funded in the Annual Plan 2008/2009.

Council officers consulted with the residents of Neil Avenue in July and August 2008 and the majority supported the speed hump scheme.

The options identified were speed humps, chicanes and side islands.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Neil Avenue, Te Atatu Peninsula – Speed Humps report.
2. **Approve** the proposed design and construction of **SPEED HUMPS IN NEIL AVENUE, TE ATATU PENINSULA.**

### BACKGROUND

1. Neil Avenue has been on the slow streets priority list for a number of years and was identified as the top priority for implementation in the current year.
2. Neil Avenue is classified as a local road in the Waitakere City Council District Plan and runs between Matipo Road and Taikata Road. Neil Avenue has a carriageway width of 8 metres and is approximately 800 metres long. There are a sports field and club rooms which are accessed from Neil Avenue.

## DECISION MAKING

### Issues

3. Vehicle speed and volume data was collected on Neil Avenue from Monday, 18 June 2007 to Sunday, 24 June 2007. The average daily traffic flow over the seven day period was approximately 1,300 vehicles per day. However, on Saturday the daily traffic flow was 1,600 vehicles, suggesting there were a significant number of vehicles travelling to and from the sportsfields. The 85<sup>th</sup> percentile speed (the speed exceeded by 15 percent of vehicles) of the vehicles on the street was 59 kilometre per hour.
4. According to the New Zealand Transport Agency accident database, there have been two reported accidents (one minor injury and one non-injury) on Neil Avenue in the five year period between 2002 and 2006. Both accidents involved a vehicle being hit from behind while slowing down to enter a driveway. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred in this street.
5. Given the relatively high 85<sup>th</sup> percentile speed recorded, the fact that vehicle speed is a probable contributing factor in two accidents that have been reported, and that there are likely to be a high number of pedestrian crossings because of the sports field, traffic calming measures are considered justified on Neil Avenue.
6. Given the narrow width of Neil Avenue and that parking is already prohibited on most of the western side of the road there are limited options for traffic calming measures. It is considered that speed humps are the most appropriate form of traffic calming devices for the street.
- A20 7. The location and design of the speed humps are shown on the diagram attached at page A20. The construction material of the speed humps is asphalt and the implementation will include road markings to define the position of the speed humps and the standard warning signs at the start and end of the road.

### Options Identified

8. The options considered were speed humps, chicanes and splitter islands. Chicanes and splitter islands would involve either road widening or affect private property driveways. These options would be associated with a more costly solution and were therefore set aside as viable options.

### Consideration of Community Views

9. The installation of speed humps will address the speeding issues and improve safety along Neil Avenue.

### Preferred Option

10. The preferred option is to construct speed humps in Neil Avenue.

## STRATEGIC CONTEXT

11. 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.
12. The implementation of slow street treatment focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

## CONSULTATION

13. A letter drop notifying the residents of Neil Avenue of the proposed scheme has been undertaken with voting sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps.
14. The letter drop responses are as follows:
  - 42 residents replied to the proposed scheme;
  - 32 residents expressed support to the scheme;
  - Four residents indicated that they are happy with the scheme as a whole, but prefer chicanes instead of speed humps;
  - One resident indicated that he is happy with the scheme as a whole, but he is unhappy with the speed hump proposed outside his property suggesting that there will be noise disturbance due to the speed humps; and
  - Five residents expressed their dissatisfaction to the scheme, out of which three of them are unhappy with the speed humps in front of their property.
15. In summary, a total of 42 responses were received back from the residents with 32 responses (76%) supporting the installation of speed humps and 5 responses (12%) opposing the installation of speed humps. The remaining 5 responses (12%) were supporting the scheme as a whole, but unhappy with speed humps.
16. Letters have been sent out to the residents who opposed the scheme to inform them about Council's final recommendation to install speed humps along Neill Avenue. The letter also stated that a report will be presented to the Community Board on 2 October 2008 for their approval to install the speed humps. The residents have the opportunity to raise any further concerns at the meeting.

## RESOURCES

17. Funding of \$105,000 has been provided in the Annual Plan 2008/2009 for slow streets and the proposed speed calming measures can be implemented under this budget.

## IMPLEMENTATION ISSUES

18. There are no implementation issues identified at this stage.

**Report prepared by:** Sreekanth Vidhyadharan, Transport Engineer.



13 **SEL PEACOCK DRIVE, HENDERSON – NEW BUS STOP**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Henderson Community Board's approval for the installation of a new bus stop on Sel Peacock Drive, after the intersection of Buscomb Avenue.

Council officers consulted with residents in the vicinity in December 2007 and no objections were received.

Two options were identified; to put in a bus stop with a recessed bay, or a non recessed bus stop with a shortened flush median.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Sel Peacock Drive, Henderson – New Bus Stop report.
2. **Approve** that in relation to **SEL PEACOCK DRIVE, 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 south kerb line of **SEL PEACOCK DRIVE** at a point approximately 38 metres west of the west kerb line of Buscomb Avenue, a new **BUS STOP** 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.

**BACKGROUND**

1. In 2007, some bus routes were changed from Great North Road to Sel Peacock Drive.
2. At present, there is one bus stop on the north bound direction of Sel Peacock Drive, outside the Waitakere Gardens retirement village and two bus stops on the south bound direction outside number 4 Sel Peacock Drive, and opposite the retirement village. There is no bus stop opposite number 4 Sel Peacock Drive. The next bus stop for buses travelling in the north bound direction is outside Waitakere Hospital on Lincoln Road, a distance of about 850 metres.
3. Council's objective is to have bus stops every 400 metres and to have pairs of bus stops opposite or nearly opposite one another.

**DECISION MAKING**

**Issues**

4. A new bus stop opposite number 4 Sel Peacock Drive on the north bound direction of Sel Peacock Drive is required to match up with the existing south bound bus stop.

5. This new bus stop will reduce walking distances for bus commuters and will serve the Waitakere Police headquarters, the retail businesses at the top end of Sel Peacock Drive and the new medium density housing development at the corner of Sel Peacock Drive / Buscomb Avenue, and residents living nearby on Swanson Road and Lincoln Road.
6. The location of the bus stop near the intersection of Sel Peacock Drive / Lincoln Road maximises the number of people within easy walking distance of this stop.

#### Options Identified

7. Two options were identified; a bus stop with a recessed bay or a non recessed bus stop with a shortened flush median.

#### Preferred Option

A21

8. A non recessed bus stop with a shortened flush median is the preferred option because it is more cost effective and buses would not be obstructed by traffic on Sel Peacock Drive, as shown on the diagram attached at page A21. This requires a modification to the existing flush median.

#### Consideration of Community Views

9. The new bus stop would enable the community to have easier access to bus services. Residents in the vicinity were consulted in December 2007, but installation of the bus stop was delayed while further investigation was undertaken to ascertain whether the proposed bus stop site would impede future access from Buscomb Avenue of the development at the corner of Sel Peacock Drive and Buscomb Avenue.

#### STRATEGIC CONTEXT

10. 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.
11. A bus stop with bus services will encourage the community to be less dependent on cars and contribute to positive environmental outcomes.

#### CONSULTATION

12. Residents in the vicinity were consulted in December 2007 and no objections were received.

#### RESOURCES

13. The new bus stop will be implemented under the Annual Plan 2008/2009 road marking budget.

#### IMPLEMENTATION ISSUES

14. There are no implementation issues.

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



14 **TE ATATU SOUTH SCHOOL TRAVEL PLAN - NEW KEA CROSSINGS, NEW STOP CONTROLS, NEW PEDESTRIAN CROSSINGS, NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS AND RELOCATION OF A BUS STOP, TE ATATU SOUTH**

**GLOSSARY**

Auckland Regional Transport Authority (ARTA)  
High Skid Resistance Surface (HSRS)

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Henderson Community Board's approval for the installation of new kea crossings on Vera Road and Roberts Road; new Stop priority controls on Glynnbrooke Street, Grainger Road and Cornwall Street; a new zebra crossing on Te Atatu Road service lane; No Stopping At All Times parking restrictions on Vera Road, Grainger Road, Flanshaw Road, Glynnbrooke Street and Roberts Road; and the relocation of a bus stop on Flanshaw Road, Te Atatu South.

Council officers consulted with the residents in the vicinity and no objections were received.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

A22-A27

1. **Receive** Te Atatu South School Travel Plan - New Kea Crossings, New Stop Controls, New Pedestrian Crossings, New No Stopping At All Times Parking Restrictions and Relocation of a Bus Stop, Te Atatu South as shown on attached pages A22 to A27.
2. **Approve** that in relation to **VERA ROAD, TE ATATU SOUTH:**
  - (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) a new **KEA CROSSING** be put in place on **VERA ROAD** from a point approximately 80 metres north of the north kerb line of Grainger Road.
    - (ii) on the west kerb line of **VERA ROAD** starting from the north kerb line of Grainger Road and extending north for a distance of approximately 10 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the west kerb line of **VERA ROAD** starting from a point 70 metres north of the north kerb line of Grainger Road and extending north a distance of approximately 18 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iv) on the west kerb line of **VERA ROAD** starting from the south kerblines of Grainger Road and extending south for a distance of approximately 10 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (v) on the east kerb line of **VERA ROAD** starting from the north kerb line of Rowan Terrace and extending north for a distance of approximately 33 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (vi) on the east kerb line of **VERA ROAD** starting from a point 98 metres north of the north kerb line of Rowan Terrace and extending north for a distance of approximately 35 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **GRAINGER ROAD, TE ATATU SOUTH:**
- (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) a new **STOP** control be put in place on **GRAINGER ROAD** where it intersects with **VERA ROAD**.
- (ii) on the north kerb line of **GRAINGER ROAD** starting from the west kerb line of Vera Road and extending west for a distance of approximately 15 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (iii) on the south kerb line of **GRAINGER ROAD** starting from west kerb line of Vera Road and extending west for a distance of approximately 15 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **Approve** that in relation to **FLANSHAW ROAD, TE ATATU SOUTH:**
- (a) that all existing parking restrictions or limitations currently applicable to **FLANSHAW 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 restrictions or limitations 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 west kerb line of **FLANSHAW ROAD** starting from a point 35 metres north of the north kerb line of Vodanovich Road, a **BUS STOP** be relocated north by 70 metres.
- (ii) on the west kerb line of **FLANSHAW ROAD** starting from the north kerb line of Vodanovich Road and extending north for a distance of 60 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (iii) on the east kerb line of **FLANSHAW ROAD** starting from the south kerb line of Grainger Road and extending south for a distance of 35 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (iv) on the west kerb line of **FLANSHAW ROAD** starting from the south kerb line of the northern end of Sylvan Crescent and extending south for a distance of 63 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (v) on the east kerb line of **FLANSHAW ROAD** starting from a point 53 metres north of the north kerb line of Coles Crescent and extending north for a distance of 50 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

5. **Approve** that in relation to **GLYNNBROOKE STREET, TE ATATU SOUTH:**

- (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) a new **STOP** control be put in place on **GLYNNBROOKE STREET** where it intersects with **ROBERTS ROAD**.
  - (ii) on the west kerb line of **GLYNNBROOKE STREET**, starting from the south kerb line of Roberts Road and extending south 20 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (iii) on the east kerb line of **GLYNNBROOKE STREET**, starting from the south kerb line of Roberts Road and extending south 20 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

6. **Approve** that in relation to **ROBERTS ROAD, TE ATATU SOUTH:**

- (a) that all existing parking restrictions or limitations currently applicable to **ROBERTS 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 restrictions or limitations 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) a new **STOP** control be put in place on **CORNWALL STREET** where it intersects with **ROBERTS ROAD**.
  - (ii) a new **KEA CROSSING** be put in place on **ROBERTS ROAD** from a point approximately 18 metres west of the west kerb line of Cornwall Street.
  - (iii) on the north kerb line of **ROBERTS ROAD** starting from the west kerb line of number 60 and extending west for a distance of approximately 23 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

A27

7. **Approve** that in relation to **TE ATATU ROAD, TE ATATU SOUTH:**

- (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) a new **PEDESTRIAN CROSSING** be put in place on **TE ATATU ROAD** service lane near Roberts Road as delineated as attached at page A27.
8. **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 controls, parking restrictions, pedestrian crossings and relocation of a bus stop.

## BACKGROUND

1. The Auckland Regional Transport Authority (ARTA), in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme.
2. **The vision of the TravelWise programme is to:** *Make school journeys active, social, safe and sustainable.*
3. **The long term regional programme goal is to:** *Reduce car trips to school across the region by 9 per cent over a 10 year period (2004 – 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport.*
4. Council has been involved in the TravelWise programme since 2003 and has completed and implemented travel plans at Fruitvale, Henderson South, Lincoln-Rathgar and Rutherford school clusters and these have been positively received.
5. Te Atatu South Schools Travel Plan was developed through the guidance of a Working Group that comprises representatives from the schools, ARTA, Council and the Henderson Community Board. The Working Group also sought the advice of the New Zealand Police and Waitemata Health Board.
6. The following schools are involved in the development of the plan:
  - Flanshaw Road School;
  - Freyberg Community School;
  - Tirimoana School;
  - Arohanui Special School; and
  - Rangeview Intermediate School.
7. New road infrastructures have been identified to support the programme. These consist of new pedestrian crossings, pedestrian refuge islands, skid resistance surfacing, traffic priority controls, footpaths, bus stop, bus bays and No Stopping At All Times parking restrictions.

## DECISION MAKING

### Issues

8. The following table shows the road infrastructure improvements to be implemented.

Location	New Road Infrastructures
Cornwall Street	Pedestrian Islands on Cornwall Street / Roberts Road
Edmonton Road	Bus Stands on Edmonton Road
Flanshaw Road	Upgrade zebra crossing with traffic islands outside school and High Skid Resistance Surface (HSRS)

Location	New Road Infrastructures
Flanshaw Road	Pedestrian Islands and flush median on Flanshaw Road
Glendene Roundabout	Pedestrian Islands and Pram Crossings at Glendene Roundabout
Glynnbrooke Street	Pedestrian Islands on Glynnbrooke Street / Roberts Road Intersection
Grainger Road	Pedestrian Islands at Grainger Road / Vera Road intersection
Keru Place	New Footpath on Keru Place
Nui Mana Place	Raised Kea Crossing on Nui Mana Place outside school
Nui Mana Place	Kerb Extension and Bus Stand on Nui Mana Place
Roberts Road	Kea Crossing on Roberts Road outside School
Roberts Road	Zebra crossing outside Shops near Te Atatu Road / Roberts Road
Roberts Road	Mini Roundabout at Ayrton Road / Roberts Road Intersection
Strid Road	Raised Kea Crossing on Strid Road near Essex Street
Strid Road	Bus Stand with half-recessed bay on Strid Road
Strid Road	Widening of road on Strid Road / Te Atatu Road intersection
Te Atatu Road	Upgrade zebra crossing near Kokiri Street with traffic islands and HSRS
Te Atatu Road	Upgrade zebra crossing near Tiroroa Street with HSRS
Tirimoana Road	Raised Kea Crossing outside Arohanui School/Tirimoana Primary School
Vera Road	Kea Crossing on Vera Road near school's rear entrance

9. The road infrastructure require some No Stopping At All Times parking restrictions in order to enable good sight visibility for drivers and pedestrians and sufficient manoeuvring space for all vehicles.
- A22-A27 10. The road infrastructure will be constructed in two parts and the purpose of this report is for the Community Board to resolve those schemes which are scheduled for the earlier construction. The road infrastructure works to be resolved are shown on attached pages A22 to A27.
11. The remaining road infrastructure requiring Community Board resolution will be presented upon the completion of further detailed design.

#### Options Identified

12. There are no other options in this report apart from those presented.

#### Consideration of Community Views

13. The road infrastructure schemes and the associated parking restrictions were consulted with the school and residents directly affected.
14. At the June 2007 meeting of the Henderson Community Board it supported the investigation of road infrastructure proposals.
15. A workshop was held with the representatives of the schools listed in paragraph six and the Henderson Community Board on 20 February 2008 to discuss the road infrastructure works.

### Preferred Option

16. The proposed road infrastructure schemes are the preferred option.

### STRATEGIC CONTEXT

17. 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.
18. No Stopping At All Times parking restrictions can improve safety by improving sightlines for drivers and pedestrians and enable sufficient manoeuvring space for vehicles. A Stop priority control can improve safety by providing clarity of traffic priorities. A kea and pedestrian crossing can improve the safety of students crossing the road and a bus stop with bus services will encourage the community to be less dependent on cars.

### CONSULTATION

19. Residents in the vicinity were consulted in between December 2007 and August 2008. There was some support received for the proposed works presented in this report. No objections were received.

### RESOURCES

20. The road infrastructure works will be implemented under the Annual Plan 2008/2009 School Travel Plan Implementation budget.

### IMPLEMENTATION ISSUES

21. There are no implementation issues.

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



## 15 TE KANAWA CRESCENT, HENDERSON – NEW 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 Te Kanawa Crescent, Henderson.

Council officers consulted with the residents directly affected and have taken into consideration the best option for serving them and the community.

Two options have been identified; to install the No Stopping 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 Te Kanawa Crescent, Henderson - New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **TE KANAWA CRESCENT, 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 south kerb line of **TE KANAWA CRESCENT** starting at the eastern boundary of property number 1 and extending south west for a distance of approximately 100 metres 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 request for a No Stopping At All Times parking restriction was received from a resident in Te Kanawa Crescent, Henderson.

## **DECISION MAKING**

### **Issues**

2. This area is residential and recently vehicles have started parking on the bend on both sides of the street. Te Kanawa Crescent is 8 metres wide and when vehicles are parked on the bend on both sides of the street, visibility is limited. This causes a safety concern for vehicles travelling in opposite directions of the street not seeing the oncoming vehicle around the bend, residents trying to reverse out of their driveway, and for emergency vehicles travelling along the street.
3. The location of the proposed change is indicated on the diagram attached at page A28.

A28

### **Options Identified**

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

### **Consideration of Community Views**

5. The new No Stopping At All Times parking restriction is recommended to allow ease of access for residents and visitors, and safe travelling around the bend on this street.

### **Preferred Option**

6. The preferred option is to put in the No Stopping At All Times parking restriction to improve traffic 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 undertaken with seven properties that will be directly affected. To date no responses have been received. Any feedback received will be presented to the Board at the meeting.

## RESOURCES

10. The new No Stopping At All Times parking 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.



## 16 UNIVERSAL DRIVE, HENDERSON - EXTENSION PROJECT

### EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for the following:

- A new flush median and No Stopping At All Times parking restriction on Universal Drive, Henderson: and
- A new Give Way control on Soljan Drive intersecting with Universal Drive, Henderson.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Universal Drive, Henderson - Extension Project report.
2. **Approve** that in relation to **UNIVERSAL DRIVE, 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 north side of **UNIVERSAL DRIVE** starting from **LINCOLN ROAD** and extending east for a distance of approximately 572 metres to **CENTRAL PARK DRIVE**, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (ii) on the south side of **UNIVERSAL DRIVE** starting from **LINCOLN ROAD** and extending east for a distance of approximately 88 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (iii) on the south side of **UNIVERSAL DRIVE** starting from a distance of approximately 195 metres east of **LINCOLN ROAD** and extending further east for a distance of approximately 47 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (iv) on the south side of **UNIVERSAL DRIVE** starting from **CENTRAL PARK DRIVE** and extending west for a distance of approximately 89 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (v) a new **GIVE WAY** control be put in place on the south end of **SOLJAN DRIVE** where it intersects with **UNIVERSAL DRIVE**.
3. Approve that in relation to **CENTRAL PARK DRIVE, 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 east side of **CENTRAL PARK DRIVE** starting from vehicle crossing at **103 CENTRAL PARK DRIVE** and extending south for a distance of approximately 165 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the west side of **CENTRAL PARK DRIVE** starting from **UNIVERSAL DRIVE** and extending north for a distance of approximately 40 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the west side of **CENTRAL PARK DRIVE** starting from **UNIVERSAL DRIVE** and extending south for a distance of approximately 85 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **Approve** the installation of a **FLUSH MEDIAN** on **UNIVERSAL DRIVE** between **LINCOLN ROAD** and **CENTRAL PARK DRIVE, HENDERSON**.
5. **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 flush median, parking limitations and restrictions.

## BACKGROUND

1. The Henderson Vineyards Business Campus was conceived in 2001 as an economic development project that would unlock the employment potential of vacant Working Environment land in the Lincoln Road area. Council determined that in order to realise the potential of this land, and to ensure that an interconnected street system was established, it would undertake the construction of a roading network.
2. While the key driver for the project is economic development and employment generation, underpinning Council's decision are a number of related objectives:
  - Providing a high quality gateway to Waitakere;
  - Encourage intensification of land use in the transport corridor, thereby supporting public transport; and
  - Relieve traffic congestion on Lincoln Road by providing alternative routes through the area.
3. The initial stage of this overall project, Paramount Drive extension, was completed in February 2005.
4. The construction of Universal Drive extension was separated into two stages to allow for the relocation of the Morrison's funeral home and crematorium. Stage one construction started from Central Park Drive to Soljan Drive and was completed in March 2008. Stage two construction shall start from Soljan Drive to Lincoln Road and expected to be completed by mid March 2009.

## DECISION MAKING

### Issues

A29

5. Two new roads are being constructed. Road 1 is an extension to Universal Drive connecting Lincoln Road and Central Park Drive. Road 2 has been named as Soljan Drive and it intersects with the new Universal Drive, parallel to Lincoln Road to provide a connection with Paramount Drive to the north. A flush median, a Give Way Control and No Stopping At All Times parking restrictions are proposed as shown at attached page A29.

### Options Identified

6. **Option 1** - the proposed road marking layout is to have No Stopping At All Times parking restrictions on the north side of Universal Drive, two cycle lanes, two traffic lanes, a flush median and on-road parking on the south side of Universal Drive.
7. **Option 2** - the proposed road marking layout is similar to Option 1 except the flush median is removed to provide on-road parking on both sides of Universal Drive.

### Consideration of Community Views

8. Council officers have consulted with the affected landowners and the Body Corporate of the proposed road marking layout and have taken into consideration the safest option for the local community and other road users.

### Preferred Option

9. Option 1 is the preferred option for operational and safety reasons. The No Stopping At All Times parking restrictions on the north side of Universal Drive would give better visibility for motorists exiting Soljan Drive and some driveways. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties, and to safely separate opposing traffic. A flush median also has a traffic calming effect by reducing carriageway widths.

### STRATEGIC CONTEXT

10. 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.
11. 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. Flush medians reduce overtaking and rear end crashes, and generally calm the traffic flow.

### CONSULTATION

12. The proposed road marking layout was consulted and agreed with the Body Corporate and the affected landowners as part of the requirements in the Agreement for Sale and Purchase of land. The Agreement for Sale and Purchase of land was signed by all parties in December 2006.
13. The proposed road marking layout was also discussed with the Core Group representing businesses on Central Park Drive in a meeting held at the Trust Stadium on 2 September 2008.

### RESOURCES

14. Funding has been provided in the Annual Plan 2008/2009, Universal Drive Extension.

### IMPLEMENTATION ISSUES

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

**Report prepared by:** Vinh Bui, Senior Transport Engineer.



## 17 FORMER TE ATATU SOUTH LIBRARY FACILITY

### GLOSSARY

Former Te Atatu South Library (Former Library)  
Long Term Council community Plan 2006-2016 (LTCCP)

### EXECUTIVE SUMMARY

The purpose of this report is to seek support from the Henderson Community Board for the medium term community use of the former Te Atatu South Library facility (Former Library).

The Former Library has been vacant since the completion of the Henderson Recreation Centre upgrade, Council officers seek endorsement to utilise the Former Library for general community hire as part of the community centre stock, until the completion of Te Atatu Peninsula Community Centre and Library redevelopment project.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Former Te Atatu South Library Facility report.
2. **Agree** that the former Te Atatu South Library be used for general community hire, as per Council's other community centres, until such time as Te Atatu Peninsula Community Centre and Library redevelopment project is complete.
3. **Agree** that upon completion of Te Atatu Peninsula Community Centre and Library redevelopment project that a further report be brought back to the Henderson Community Board to present further options for the use of the former Te Atatu South Library.

### BACKGROUND

1. The Former Library is co-located on Lloyd Morgan Park with Te Atatu South Community Centre and is accessible from Edmonton Road. Lloyd Morgan Park is a local reserve within the Henderson Ward. The facility is approximately 300 square metres not including the Former Library storage room which is occupied by Grey Power on a community lease. The facility is situated close to a number of community services and is adjacent to a retail complex which includes a supermarket.
2. As part of the Annual Plan 2005/2006 deliberations the Long Term Council Community Plan and Annual Plan Subcommittee resolved to close Te Atatu South Library upon completion of the Waitakere Central Library in Henderson. The Long Term Council Community Plan and Annual Plan Subcommittee resolved:

*“That the Te Atatu South Library remain open with reduced hours to be determined by the Library manager until the opening of the Waitakere Central Library (where enhanced services will be available) and that the Te Atatu South Library be closed at that time”*

1163/2005

3. In the 2006/2007 financial year, Council approved the design and construction of a youth facility in the former Henderson Library and the renovation of the Recreation Centre on Alderman Drive. Construction on the Recreation Centre resulted in a relocation of users, in particular after school and holiday programmes, to the Former Library between June 2007 and February 2008.

4. Since activities have returned to the Recreation Centre the Former Library has remained vacant due to repairs being required to the floor. It was identified by the Recreation Centre during the use of the facility, that the floor was in a state of disrepair and property services identified that remedial work would be required to ensure the facility is in a safe condition for future use.

#### **DECISION MAKING**

5. The Former Library is currently vacant and in need of repair work to the floor to ensure the facility is safe for use. Council's Property Services will be conducting repairs to the floor which are planned to be completed by the end of November 2008.
6. The Henderson Community Board has delegated authority to determine the use of the facility, as it sits on a local reserve, within the parameters that it has no negative financial impact on the Annual Plan or the Long Term Council Community Plan 2006-2016 (LTCCP).
7. Council officers recommend that the Former Library be used as a general hire facility, alongside Te Atatu South Community Centre, until such time as the redevelopment of Te Atatu Peninsula Community Centre and Library is complete. Council is currently exploring options for the redevelopment of Te Atatu Peninsula Community Centre and Library. Budget has been set aside in the LTCCP for Te Atatu Peninsula redevelopment project however timeframes are uncertain as Council has yet to determine which of the various concept design options will be undertaken.
8. The concept design options vary in complexity and the timeline for development will be determined based on which option is selected. However when construction does begin Te Atatu Peninsula Community Centre users will be displaced until the new facility is completed. This could be anywhere from 12 -18 months.
9. Based on these current uncertainties it would be difficult to lease out the Former Library to any community group as Council could not provide a lease term longer than a month by month basis. The Council does however wish to see the currently vacant Former Library utilised by the community. The current space, without any modification, provides an excellent general hireable space and would compliment Te Atatu South Community Centre.
10. With no cost to Council and with relative ease, Council can include the Former Library in the Community Centre stock and make it publicly available for hire until such time as Te Atatu Peninsula redevelopment is complete. At this time Council officers will return to the Henderson Community Board with options for the future use of the Former Library.

#### **Options Identified**

11. Use the Former Library for general community centre hire until such time as Te Atatu Peninsula Community Centre and Library redevelopment is complete.
12. Explore other options for the use of the Former Library and report back to the Henderson Community Board.

#### **Assessment of Options**

13. Using the Former Library for general community hire until the completion of the redevelopment of the Te Atatu Peninsula Community Centre and Library allows the Former Library to be used by the community from November 2008, when the floors are repaired. It also allows Council to use the facility for the relocation of community groups from the Te Atatu Peninsula Community Centre when required. This will help reduce the impact on users of the Te Atatu Peninsula facility being closed for approximately 18 months when construction begins.

14. Other uses for the Former Library building have not yet been explored however options such as using it for a single purpose building or leasing it to a specific community group are possible. Leasing the building for a single use purpose will however close off the option to use the facility to cater to Te Atatu Peninsula Community Centre users which need to be relocated during construction.
15. It is possible to look at leasing out the Former Library to a single interest group until such time as construction begins on the Te Atatu Peninsula Community Centre, however no guarantees of length of tenancy could be provided due to the uncertainties of when construction might begin. The result would be a tenancy agreement on a month by month basis which may not be appealing to community groups.

### **Consideration of Community Views**

16. This report is being brought to the Henderson Community Board for consideration as representatives of the Henderson Ward community.

### **Preferred Option**

17. The preferred option, from Council officers point of view, is to allow the Former Library to be used for general community hire until such time as the Te Atatu Peninsula Community Centre and Library redevelopment is complete.

### **STRATEGIC CONTEXT**

18. Community facilities provide places for the community to gather, meet and socially interact thereby strengthening community networks, encouraging community participation and opportunities for physical activity. These facilities play an important role in improving community wellbeing and meeting Council's strategic platform and community outcome of Strong Communities.

### **CONSULTATION**

19. Property Services have supplied the time line for completing remedial works on the floor of the Former Library.

### **RESOURCES**

20. Should the Henderson Community Board endorse the recommended option there will be no additional resources other than Council officer time to include the facility in the community centre portfolio. Council will however earn revenue from hiring out the facility.

### **IMPLEMENTATION ISSUES**

21. No issues are anticipated.

**Report prepared by:** Louis Rattray, Leisure Services Manager.



## 18 COMMUNITY WELLBEING LOCAL FUND ALLOCATION 2008

### GLOSSARY

Henderson Community Board	(HCB)
Community Wellbeing Local Fund	(CWLF)
Community Wellbeing Fund	(CWF)
Community Assistance Fund Policy and Guidelines	(CAFPG)

### EXECUTIVE SUMMARY

The purpose of this report is to provide the Henderson Community Board (HCB) with information related to the Henderson Ward applications to the Community Wellbeing Local Fund (CWLF).

Five Henderson Ward applications were received for the first round of the CWLF and all are deemed eligible by Council's Community Grants Officer.

### RECOMMENDATIONS

It is recommended that Henderson Community Board resolve to:

1. **Receive** the Community Wellbeing Local Fund Allocation 2008 report.
2. **Agree** to consider Henderson Ward applications to the Community Wellbeing Local Fund and allocate funding as per the Community Assistance Fund Policy and Guidelines.

### BACKGROUND

1. The CWLF provides small sums of monetary assistance in the way of grants to a wide range of groups in the community, who provide local services and activities on a voluntary or 'not-for-profit' basis.
2. Recently the Council increased the amount of money allocated to the Community Wellbeing Fund (CWF) to align with the current cost price index. The Council allocates 50 cents per head of population which equates to an amount of \$113,000, of which \$56,000 is allocated to Citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a Ward population basis.
3. In May 2008 a final workshop was held with all four Community Boards. At the workshop the Community Boards agreed:
  - To have three rounds per financial year from each Ward;
  - The criteria be expanded to include applications from individuals;
  - That every eligible applicant be given the opportunity to present their application to the respective Community Board;
  - To enable organisations to apply for cultural activities;
  - That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
  - In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria of the Community Wellbeing Grants (resolution 580/2008).

## DECISION MAKING

### Issues

#### Promotion

5. The following methods were used to advertise and promote the CWLF which closed on 29 August 2008:
  - Two advertisements in the Western Leader.
  - Community Assistance Newsletter – posted to 1,000 community groups.
  - CWLF workshops.
  - Waitakere City Council website.
  - Information and application forms were provided to, all libraries, Community Centres and Citizen's Advice Bureau.
6. Although significant advertising of the CWLF was undertaken, it is of concern that there were a low number of applications submitted. Therefore, it is recommended that regular reviews take place to identify ongoing improvements in the promotion of the CWLF.

#### Assessment of Options

7. The HCB has five eligible applications to consider for financial assistance with the total amount requested being \$7,502.18. The maximum amount each applicant may apply for is \$1,500.
8. The Community Grants Officer has assessed each application against the Community Assistance Funds Policy and Guidelines (CAFPG) and deems all of the applications to be eligible for consideration by the HCB. Below is a list of the five eligible applications and the amounts requested.

	<b>Amount applied for</b>
Integrated Neurological Foundation	\$1,500.00
Glendene Play centre	\$1500.00
Te Atatu Peninsula Kindergarten	\$1,502.18
Holy Cross Samoan Group	\$1,500.00
Henderson Samoan Catholic Sunday School	\$1,500.00
<b>TOTAL – Applications received</b>	<b>\$7,502.18</b>
Total amount available for CWLF 2008/2009 is \$17,277.00.	

- A30-A35
9. All applications have been sorted from highest to lowest in terms of their eligibility by the Community Grants Officer. This assessment has been based on the information provided in the application and aligned to the eligibility criteria under the Community Assistance Funds Policy and Guidelines attached at pages A30 to A35.

- A36-A90
10. It was conformed that funds through the Boards should be available throughout the year, to include applications from individuals and that every applicant may present their applications to the appropriate Community Board for decision. Once the decision has been reached at the Community Board meeting, confirmation of payment to the applicant if forwarded to the Community Grants Officer to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The full applications are attached at pages A36 to A90.

11. The Council's Community Grants Officer recommends that the HCB work through the applications in order, making an allocation on each application.

### STRATEGIC CONTEXT

12. The Local Government Act 2002 states that as part of the preparation of the Long Term Council Community Plan a set of community outcomes must be identified for the City. The Council takes these into account in the formulation of its strategic direction and budgeting and provides a mandated set of strategic outcomes to assess grants against.
13. A number of the Council's Community Outcomes and the Council's Strategic Platforms priorities have a strong connection to social wellbeing. The Community Outcomes and Strategic Platforms priorities are proposed to be the key areas for which the CWF would be assessed against. The key Community Outcomes include; Strong Communities, Toiora, Urban and Rural Villages and Working Together. The Council Platforms are Strong Communities and Urban and Rural Villages.
14. As part of the prioritisation process, applications to the CWF will be assessed against the contribution for achieving the social wellbeing oriented Community Outcomes and Council's Strategic Platforms priorities.

### CONSULTATION

15. Consultation on the CWLF was held with Council officers, Community Boards and external clients and organisations.

### RESOURCES

16. The HCB has a total of \$17,277.00 to allocate during the 2008/2009 financial year through three funding rounds.

### IMPLEMENTATION ISSUES

17. There are no implementation issues.

**Report prepared by:** Janna Gilligan, Community Grants Officer.

