



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, 5 March 2009 **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.

23 February 2009

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)

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(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, 5 MARCH 2009,
COMMENCING AT 6.30 PM**

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COMMENCING AT 6.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes – Thursday, 5 February 2009

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, 5 February 2009, 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 Henderson 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

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the Chairman's Report dated 5 March 2009.

REPORT

1. When I wrote my report last month highlighting the challenges we faced, I never believed it would come to fruition so quickly. The Long Term Council Community Plan and Annual Plan meetings have revealed some shocks that I did not expect, especially the financial impact of the economic downturn and the impact this has had on planned projects which has resulted in the complete deletion of them. Deliberations have now been completed and while a number of roading projects have been deleted, I wish to thank the Councillors for their continued commitment and dedication in supporting the redevelopment of the Te Atatu Peninsula Community Centre and Library.

2. **Western Heights Ratepayers Association**

Although the Rail Stabling Yard has been shifted, there is now a suggestion that the site become a location for steam trains.

3. I am sure each and every one of us send our very best to Executive Support / Members Liaison Officer: Jean Andrew and wish her a speedy recovery. Jean provides us with wonderful service as well as many smiles and much warmth. I hope we will see her back soon and in the meantime I thank Irene for holding the fort.

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 Regional 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
Taipari Strand Community Group	Leo Nobilo
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage
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
Walkway of Fame 2008 Selection Committee	Elizabeth Grimmer Wayne Bainbridge
Te Atatu Peninsula Town Centre Business Improvement District	Wayne Bainbridge



OUTSIDE ORGANISATIONS	APPOINTMENT
Henderson Town Centre	Elizabeth Grimmer
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobile (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 5 March 2009.
2. **Agree** that the Henderson Community Board appoint a representative(s) to attend the Returned Services Association Anzac Day Parades in the Henderson Ward on Saturday, 25 April 2009 as follows:
 - Henderson - 10.30 am
 - Te Atatu - 10.00 am

	Issue	Comments	Reporting Council Officer
1.	Te Atatu Peninsula Walkway Design - Chapman Strand to Taipari Strand (Stage One) Officer's Report	All resource and building consents have been obtained for this project. Stage One of the physical works (Taipari Strand to Renata Crescent, Henderson) was publicly tendered in October 2008. All conforming tenders significantly exceeded the available budget. A peer review has subsequently been undertaken on the structural design to identify possible areas of cost reduction. Further redesign of the walkway is now required, and due to the reducing timeframe for re-tendering and construction this financial year. The project is being deferred for construction until late 2009. These are subject to Long Term Council Community Plan deliberations.	Andreas Lilley  836 8000 Ext: 8553
2.	McLeod Park Toilet Upgrade Officer's Report	Building consent has been obtained for the upgrade and relocation of the public toilet at McLeod Park. A physical works contract has been	Tracey Hamilton  836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
		<p>awarded and works on site are expected to commence in early March 2009.</p> <p>It is anticipated that works will be completed in May 2009</p>	
3.	<p>Cranwell Park/Tui Glen Reserve Footbridge Replacement</p> <p>Officer's Report</p>	<p>The footbridge at Cranwell Park/Tui Glen Reserve is being upgraded in 2009/2010 as part of Council's ongoing structures renewal programme.</p> <p>Design work will be undertaken in June 2009. Concept designs for the new footbridge were received from four invited artists in November 2008.</p> <p>A workshop was held with Councillors and the Henderson Community Board members to evaluate the designs on Monday, 1 December 2008. The designs will now be displayed and public feedback sought. A report outlining public feedback and requesting selection of a concept design will then be taken to the April 2009 meetings of the Henderson Community Board and Infrastructure and Works Committee. As Cranwell Park and Tui Glen Reserve are Citywide parks, delegation for the development of these parks is with the Infrastructure and Works Committee.</p> <p>Following the selection of a concept design, detailed design and consents will be progressed for the remainder of 2008/2009. Collaboration with the successful artist will be a key component of this detailed design process. Construction is anticipated to commence in late 2009. These are subject to Long Term Council Community Plan deliberations.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
4.	<p>Tirimoana Reserve Footbridge Replacement</p> <p>Officer's Report</p>	<p>The footbridge at Tirimoana Reserve is being upgraded in 2009/2010 as part of Council's ongoing structures renewal programme.</p> <p>The existing footbridge is in poor condition and also offers poor passive surveillance, while the surrounding slopes around the bridge are subject to ongoing ground movement. Detailed design of the replacement footbridge and application for consents will be completed by June 2009. Construction is anticipated to commence in late 2009.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>
5.	<p>Tui Glen Stage Three Development</p> <p>Officer's Report</p>	<p>This phase of the Tui Glen Reserve upgrade includes further footpath construction and renewal of existing footpaths, site levelling below the toilet block, improvements to the storm water network, traffic calming speed tables and pedestrian lighting. The project is currently being tendered. Physical works are scheduled to commence in March 2009 and will be completed by April 2009.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>
6.	<p>Allocated Parking at Cranwell Park Following the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre</p> <p>Resolution No. 3311/2007 Nos. 5 and 6</p> <p>3 September 2007</p> <p>Henderson Community Board</p>	<p>A review of the current parking allocation at Cranwell Park is being undertaken. A report detailing the review with recommendations for consideration will be presented to the Thursday 2 April 2009 meeting of the Community Board.</p>	<p>Katharine Slack</p> <p> 836 8000</p> <p>Ext: 8779</p>

	Issue	Comments	Reporting Council Officer
7.	Te Pai Park Lighting Stage One Officer's Report	The first stage of the car park lighting upgrade was tendered in December 2008. Three light poles will be installed at the Clemway Place end of the car park to improve security and facilitate pedestrians walking to events at The Trusts Stadium. Physical works commenced in February 2009 and will be completed by March 2009. The second phase of the project will involve installing lighting throughout the remainder of the car park of Te Pai Place. This work will be completed by December 2009.	Andreas Lilley ☎ 836 8000 Ext: 8553
8.	Sunnyvale Railway Station Public Toilet Officer's Report	<p>A report was presented to the Community Board at the February 2009 meeting outlining the options for the location of a new public toilet at the Sunnyvale Railway Station.</p> <p>The proposed locations for the public toilet were on road reserve. Delegation lies with the Infrastructure and Works Committee.</p> <p>The Community Board requested that another location for the public toilet be investigated.</p> <p>If the new location is feasible, this option will be included in the report which will be presented to the Infrastructure and Works Committee for their consideration in April 2009.</p>	Tracey Hamilton ☎ 836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
9.	<p>Parking Stakeholder Consultation Officer's Report</p>	<p>A full report on the feedback received during stakeholder consultation in November and December 2008 was presented to the Policy and Strategy Committee at its meeting held on Thursday, 5 February 2009 and the Town Centres Subcommittee at its meeting held on Monday, 16 February 2009. Copies of the feedback received have been placed in the Community Board Members Lounge.</p> <p>A further report will be taken to the Policy and Strategy Committee meeting scheduled to be held on Thursday, 5 March 2009, recommending the adoption of consultation drafts of the Waitakere City Parking Plan, together with the consultation drafts of the New Lynn, Henderson and Massey North – Westgate Town Centre Parking management Plans.</p>	<p>Charlie Inggs ☎ 836 8000 Ext: 8854</p>
10.	<p>Anzac Day Parade on Saturday, 25 April 2009 Officer's Report</p>	<p>The Henderson Community Board is requested to appoint representative(s) to attend the Returned Services Association Anzac Day Parades in the Henderson Ward.</p> <p>In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSAs will host its own parade.</p> <p>The Council and the Community Boards are invited to nominate official representatives to attend these parades.</p> <p>The Council at its meeting to be held on Wednesday, 25 February 2009, will appoint Councillors to attend the various parades in the City.</p> <p>Appointments of Community Board Members to attend the community Anzac Day Parades is now referred to the Board for its consideration. The venues and times are as follows:</p> <ul style="list-style-type: none"> • Henderson - 10.30 am • Te Atatu - 10.00 am 	<p>Tracy Haggo ☎ 836 8000 Ext: 8810</p>

	Issue	Comments	Reporting Council Officer
11.	Request for 'Keep Clear' road marking at the intersection of Te Atatu Road and Covil Road. Public Forum Resolution No. 60/2009 5 February 2009	It is not a standard practice to install 'Keep Clear' marking at a signalised intersection. 'Keep Clear' marking and cross-hatch marking should only be installed at entranceways to emergency services if required or at railway crossings. The yellow cross-hatch markings were installed at the intersection of Te Atatu Road and Covil Road due to ongoing requests by the public. The Transport Design Review Committee commented that queuing across a signalised intersection is a non-compliance issue and any additional road marking is unlikely to solve the problem. It is recommended that the public contacts the police to issue infringement tickets as it is illegal for motorists to queue across a signalised intersection.	Sue Liddell ☎ 836 8000 Ext: 8736

COUNCIL REPORTS FOR INFORMATION ONLY

Report Name	Committee	Attachment Pages
Health (Drinking Water) Amendment Act 2007 Project Update	Infrastructure and Works Committee	Report and attachments will be circulated under separate cover as a Supplement.
Designation Signage Strategy	Infrastructure and Works Committee	Report and attachments will be circulated under separate cover as a Supplement.
Draft Parking Plans	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
Proposed Local Biodiversity Action Plan	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
Regional Public Transport Plan Discussion Document	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
Town Centre Strategic Partnerships Project: Update On The Business Improvement District In Te Atatu Peninsula	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 5 February 2009	8 June 2009	Tony Miguel ☎ 836 8000 Ext: 8294

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Henderson and Lincoln Corridor - Forward Planning	Resolution No. 1285/2008 4 September 2008	Ongoing Updates	Jeff Murray ☎ 836 8000 Ext: 8420
Former Te Atatu South Library Facility	Resolution No. 1680/2008 2 October 2008	2 April 2009	Louis Rattray ☎ 836 8000 Ext: 8799
Removal of Litter Bins in Local Parks Trials	Resolution No. 2045/2008 4 December 2008	2 April 2009	Sarah Natac ☎ 836 8000 Ext: 8561
Taipari Strand – Use as a Nine Hole Golf Course	Resolution No. 2038/2008 4 December 2009	2 April 2009	Grant Jennings ☎ 836 8000 Ext: 8537
Traffic Issues on Te Atatu Road, Te Atatu South	Public Forum 5 February 2009	7 May 2009	Sue Liddell ☎ 836 8000 Ext: 8736
Investigate timing of the Phasing out Traffic Lights – Te Atatu South on-ramp	Public Forum 5 February 2009	7 May 2009	Sue Liddell ☎ 836 8000 Ext: 8736

Report prepared by: Ngareta Delamere, Committee Secretary.



10 HENDERSON VALLEY PARK RESERVE MANAGEMENT PLAN - SECOND ROUND OF SUBMISSIONS

GLOSSARY

Draft Henderson Valley Park Reserve Management Plan (draft management plan)
Henderson Valley Park (the park)
Henderson Riding for the Disabled (RDA)

EXECUTIVE SUMMARY

The purpose of this report is to present to the Henderson Community Board the submissions to the draft Henderson Valley Park Reserve Management Plan (draft management plan), for their comment.

A report will be taken to the April 2009 meeting of the Infrastructure and Works Committee that will present the amendments to the draft management plan based on the submissions received. This report will recommend the adoption of the final Reserve Management Plan incorporating those amendments, as well as any comments from the Henderson Community Board.

There is a current proposal on behalf of the Henderson Riding for the Disabled (RDA) for a covered arena. The issues around this proposal are outlined in this report.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Henderson Valley Park Reserve Management Plan - Second Round of Submissions report.
2. **Invite** the Henderson Community Board to provide comments on the draft Henderson Valley Park Reserve Management Plan to be included in the report to the Infrastructure and Works Committee, scheduled to be held in April 2009.

BACKGROUND

1. The process to prepare a Reserve Management Plan for Henderson Valley Park (the park) began in February 2007. The Advisory Group, established to oversee the development of the Reserve Management Plan, was formed in February, 2008. The first round of consultation for the intention to prepare the draft management plan occurred in February, 2008 where five submissions were received. Meetings with the Henderson Valley Pony Club occurred in March, 2008 and meetings with the RDA occurred in April, October and December 2008.
2. The draft management plan was prepared in 2008, and was presented to the Infrastructure and Works Committee in September 2008. This report sought approval to publicly notify the draft management plan for a second round of community consultation.
3. There is a current proposal on behalf of the RDA for a covered horse riding arena. The development of equestrian facilities on the park is allowed for in the draft management plan. However, the specific proposal and location of the covered arena was not included in the draft management plan. The Advisory Group considered that the location and bulk of the building could potentially have a negative effect on adjacent landowners. The Advisory Group decided that the RDA should liaise directly with the landowners before the proposal is included in the draft management plan.
4. One member of the Parks and Open Space Assets team and one member of the Parks Planning team met with the RDA on Tuesday, 7 October 2008 to outline the consultation process with the landowners, as well as the consultation process required for the Reserve Management Plan.
5. A letter was sent to the affected landowners, outlining that members of the RDA would be visiting, and the consultation required for the Reserve Management Plan process. One member from Parks Planning attended a meeting with some landowners on Tuesday, 11 November 2008 to clarify the consultation process.
6. The RDA has undertaken consultation with the affected landowners. The results of that consultation are attached at pages A1 to A8.

A1-A8

DECISION MAKING

7. Each submission received has been carefully considered for recommended amendments to the draft management plan.

8. For this reason, it is considered that decisions made on issues appropriate to be included in the draft management plan are in line with the relevant criteria of the Local Government Act 2002, in particular, Sections 76-82.

Issues

- A9-A24
9. Twenty submissions to the draft management plan were received. Copies of the submissions are attached at pages A9 to A24.
- A25-A61
10. The issues raised in submissions have been considered, some requiring amendments and additions to the draft management plan. A table summarising the submissions, with comments from staff and Elected Members, and the recommended amendments are attached at pages A25 to A61. These proposed amendments will be presented to the April meeting of the Infrastructure and Works Committee, incorporating any comments from the Henderson Community Board.

Consideration of Community Views

11. Extensive community consultation is required throughout the preparation of the draft management plan, as required by the Reserves Act 1977. Community views were sought in the first and second round of consultation through the submission period and open day process, as well as meetings with individual user groups and residents. The draft management plan and the amendments to the draft management plan reflect the issues raised in submissions.

STRATEGIC CONTEXT

12. This draft management plan was prepared within the context of Waitakere's Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans are the Green Network, Urban and Rural Villages and Strong Communities.
13. The draft management plan was prepared in the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines on the management of parks in Waitakere. The objectives and policies in the draft management plan are guided by the objectives and policies of the draft Parks and Open Space Strategy.
14. The draft management plan was also prepared in the context of the draft Leisure Strategy.

CONSULTATION

15. Consultation with staff across Council has been undertaken throughout the preparation of this Reserve Management Plan through the Advisory Group.
16. The Advisory Group included staff from, Parks and Open Space Assets, Leisure Services, and Strategy and Development.
17. The Advisory Group also included Members from the Infrastructure and Works Committee, Te Taumata Runanga, and Henderson Community Board.
18. Both iwi have been consulted throughout the development of this Reserve Management Plan.

RESOURCES

19. Preparation of the draft management plan was undertaken by the Parks Planning Section of Council.
20. Funding of \$134,000 for 2007/2008 has been allocated through the Annual Plan process to complete this draft management plan, as well as the Reserve Management Plan for the Henderson Ward Local Reserves.

IMPLEMENTATION ISSUES

21. The proposed work suggested as part of the draft management plan will be forwarded to the Long Term Council Community Plan and Annual Plan Committee for funding consideration in the 2012-2022 years.

Report prepared by: Carol Drinnan, Reserve Management Planner.



11 SCHOOL TRAVEL PLAN PROGRAMME - HENDERSON CLUSTER

GLOSSARY

Auckland Regional Transport Authority (ARTA)
Land Transport Management Act (LTMA)

EXECUTIVE SUMMARY

The purpose of this report is to request formal support from the Henderson Community Board for the development of a TravelWise School Travel Plan for the Henderson cluster of schools. The report also requests that the Henderson Community Board confirms the nomination of a Board Member to attend working group meetings for this project.

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the School Travel Plan Programme - Henderson Cluster report.

BACKGROUND

1. The Council is committed to the TravelWise School Travel Plan programme, and has already seen the benefits of working with a cluster of schools to address road safety issues and reduce school traffic congestion. The Henderson cluster of schools fits the priority criteria for the TravelWise programme. The project will be jointly resourced by the Council and Auckland Regional Transport Authority (ARTA), with Land Transport New Zealand providing significant funding for infrastructure and community coordination.
2. ARTA, in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:

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

3. The long term regional programme goal is to:

'Reduce car trips to school across the region by nine 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. The Council has been involved in the TravelWise programme since 2003 and has completed and implemented travel plans at Fruitvale and Henderson South schools. The Lincoln-Rathgar cluster of schools and the Rutherford cluster have had the infrastructure constructed and have taken ownership of their travel plans. Five schools in the Te Atatu south cluster have launched their travel plans and are in the implementation phase. Infrastructure for these schools began in January 2009. In 2007, six schools in the Massey west area joined the programme and have recently completed the schematic design process.
5. The Henderson area was identified as a priority for school travel plans for the 2008/2009 year. The priority was based on school rolls, location, pedestrian and cyclist safety issues, opportunities for walking and cycling, and the opportunity to work the schools as a cluster. The following schools in the Henderson area have been invited to the TravelWise programme:
 - Bruce McLaren Intermediate School
 - Glendene School
 - Holy Cross School
 - Henderson Primary School
 - Sunnyvale Primary School.
6. The Council is currently at the stage of identifying issues and planning to move into the schematic design stage by May 2009. A workshop with the Henderson Community Board, Council officers, ARTA and representatives of the above schools is expected to be held in October 2009.

DECISION MAKING

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

Issues

8. The Council has a regional commitment (via a Memorandum of Understanding with ARTA), to progress TravelWise School Travel Plans within Waitakere. The benefits of working with a cluster of schools have been demonstrated by the successful Safe Routes to School Programme trialled in the Kelston area from 1998 to 2003. This project introduced many road safety initiatives and increased community awareness of road safety issues. The implementation phases of the three previous clusters, Lincoln-Rathgar, Rutherford and Massey west clusters are also showing the benefits of a combined approach to road safety improvements around the school community.

9. The travel plan programme requires commitment from all parties: the schools, ARTA, the Council and the community. The Henderson Community Board is therefore requested to support the development of the Henderson Cluster Travel Plan.

Consideration of Community Views

10. Stage 1: liaison with the schools within the Henderson cluster and ARTA during the scheme development will be undertaken.
Stage 2: consultation with affected residents will take place after the scheme plans have been approved.

STRATEGIC CONTEXT

11. The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communication 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. School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

National Context

12. The Land Transport Management Act (LTMA) objectives are to:
- Assist economic development;
 - Assist safety and personal security;
 - Improve access and mobility;
 - Protect and promote public health; and
 - Ensure environmental sustainability.

Regional Strategy

13. The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the LTMA objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

'Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school.' (Chapter 7, 3.3.3).

'Ensure that transport services and infrastructure development support travel planning initiatives.' (Chapter 7, 3.3.5).

The Auckland Regional Road Safety Plan 2004 to 2010 (ARRSP) Goal 3 is: *'Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 – 2002).'*

Council Strategy

14. The Council's Integrated Transport strategic platform includes an objective to 'promote the use of sustainable transport options.' School travel plans support the Council's *First Call for Children* priority by improving road safety. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

CONSULTATION

15. Consultation with internal staff, external agencies and Maori was not required for this report.

RESOURCES

16. School travel plans are developed jointly by the school community, ARTA and the Council. ARTA provides a School Travel Plan Coordinator to work with the schools and the Council employs a TravelWise Coordinator to coordinate all Council involvement.
17. A budget of \$640,000 has been allocated to School travel plan infrastructure in the Long Term Council Community Plan 2006-2016 for the 2010/2011 financial year. This includes a 53% subsidy from the New Zealand Transport Agency. It is envisaged that this budget will be sufficient to cover infrastructure priorities arising from the travel plan.

IMPLEMENTATION ISSUES

18. There are no implementation issues at this stage.

Report prepared by: Report prepared by: Honwin Shen, Senior Transport Engineer.



12 CLAUDE BROOKS DRIVE, HENDERSON – NO STOPPING AT ALL TIMES PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval to install a No Stopping at All Times parking restriction on Claude Brooks Drive, Henderson.

Two options have been identified; to install the No Stopping At All times parking restriction, or to have the area unrestricted.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Claude Brooks Drive, Henderson – No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **CLAUDE BROOKS 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 north kerb line of **Claude Brooks Drive**, starting at the intersection of Edmonton Road and extending west for a distance of approximately 70 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 has been received regarding the difficulty residents have in exiting their driveway when vehicles are parked on both side of Claude Brooks Drive.

DECISION MAKING

Issues

A62

2. This area has high usage, particularly in the summer months with visitors to the park. There are several businesses/lease holders that work from this area along with the general day to day visitors. Claude Brooks Drive from Edmonton Road to the Tui Glen entrance is only about 5.6 metres wide, when vehicles are parked on both sides of the road, residential properties living opposite the reserve side of the road have difficulty exiting their driveways.
3. The location of the No Stopping At All Times parking restriction is indicated on the diagram attached at page A62.

Options Identified

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

Consideration of Community Views

5. The No Stopping At All Times parking restriction is recommended to allow safe access to and from the residential properties in this location.

Preferred Option

6. The preferred option is to install the No Stopping At All Times parking restriction for 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 was carried out on site with the affected resident and Council's Parks Department. At the time of writing the report no objections had been received to the proposal. Any objections received prior to the community board meeting will be tabled 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.



13 CROCKETT LANE, HENDERSON – NO STOPPING AT ALL TIMES PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval to install a No Stopping at All Times parking restriction on Crockett Lane, Henderson.

Two options have been identified; to install the No Stopping At All times parking restriction or to have the area unrestricted.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Crockett Lane, Henderson – No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **CROCKETT LANE, 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 north kerb line of Crockett Lane, outside number 46 Buscomb Avenue, (corner property) for a distance of approximately 28 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 has been received from a resident regarding the parking of vehicles on both sides of Crockett Lane.

DECISION MAKING

Issues

2. This area is highly used by commuter parkers, currently vehicles are parking on both sides of Crockett Lane, sometimes when vehicles park in this street they park half on the grass berm and half on the road. This maintains a wider traffic lane and the residents do not mind this type of parking, however their concern is that in the winter months, vehicles will not park half on the grass berm as it will become muddy, and thus they will park on the sealed road which reduces the width of the traffic lane. Crockett Lane is a narrow street and residents are concerned that if an emergency vehicle needs access to the street, it may be obstructed.

A63

3. The location of the No Stopping At All Times parking restriction is indicated on the diagram attached at page A63.

Options Identified

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

Consideration of Community Views

5. The No Stopping At All Times parking restriction is recommended to allow safe movement for vehicles entering and exiting the street and to allow sufficient lane width for moving vehicles.

Preferred Option

6. The preferred option is to install the No Stopping At All Times parking restriction for 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 carried out with the affected resident, to date no response has been received. Any response received now will be presented to the Henderson Community 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.



14 OLD TE ATATU ROAD, TE ATATU PENINSULA – NEW BUS STOP PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for a new bus stop parking restriction outside 425 Old Te Atatu Road, Te Atatu Peninsula.

Council officers have consulted with the resident and taken into account the walking distance from other bus stops.

Two options have been identified; to install a new bus stop outside 425 Old Te Atatu Road, Te Atatu Peninsula, or have the area remain as it is.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Old Te Atatu Road, Te Atatu Peninsula – Bus Stop Parking Restriction report.
2. **Approve** that in relation to **OLD TE ATATU 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **OLD TE ATATU ROAD** outside number 425 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. Currently there is a bus stop outside 449 Old Te Atatu Road, Te Atatu Peninsula. Prior to Christmas 2008 a request was received to install another bus stop closer to the south end of Te Atatu Peninsula by the Shell Petrol Station for the benefit of public transport users who live at the south end of the Peninsula.
2. The existing bus stop outside 449 Old Te Atatu Road is the last out-bound bus stop on the Peninsula.

DECISION MAKING

Issues

3. The request received from the resident was to install another bus stop at the south end of Old Te Atatu Road, Te Atatu Peninsula as the walking distance from the existing bus stop at 449 Old Te Atatu Road is too long for the elderly. The walking distance from 449 Old Te Atatu Road to the proposed new bus stop site is about 280 metres.
4. Alternative sites were looked at however these were not considered suitable sites for a bus stop. Constructing a bus bay on the bend by the Shell Petrol Station was considered but the sight lines and manoeuvrability for the buses was not appropriate. Installing a bus stop on Te Atatu Road raised safety concerns with getting pedestrians safely across the main road.
5. The location of the proposed change is indicated on attached page A64.

A64

Options Identified

6. Two options have been identified; to install a new bus stop outside 425 Old Te Atatu Road, or to have the area remain unrestricted.

Consideration of Community Views

7. Consultation was carried out with the affected resident of Old Te Atatu Road. To date, two objections have been received and one phone call in support of the proposal. The objectors were opposed to the bus stop for the following reasons:
 - i) Reduction in off street parking as there is not sufficient off street parking along the road; and
 - ii) It will contribute to increased litter on the road.
8. The addition of another bus stop will benefit community safety overall and make it more accessible and attractive for public transport users to use public transport.

Preferred Option

9. The preferred option is to install the bus stop.

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 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. 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

12. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

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

IMPLEMENTATION ISSUES

There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



15 ROYAL VIEW ROAD / TE ATATU ROAD INTERSECTION, TE ATATU SOUTH – EXTENSION OF EXISTING RIGHT TURN BAN

GLOSSARY

New Zealand Transport Agency (NZTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for an extension of the existing right turn ban into Royal View Road from Te Atatu Road.

Council officers have taken into consideration the best option for serving the local community, residents and other road users. As only a small number of motorists will be affected no consultation was undertaken with the residents in the vicinity.

Two options have been identified; to extend the right turn ban for both the morning and evening peak periods, or not to extend the right turn ban.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Royal View Road / Te Atatu Road Intersection, Te Atatu South – Extension Of Existing Right Turn Ban report.
2. **Approve** that in relation to **ROYAL VIEW ROAD, TE ATATU SOUTH**:

- (a) all existing restrictions or limitations currently applicable to the **NO RIGHT TURN INTO ROYAL VIEW ROAD FROM TE ATATU 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 no right turn restriction now be resolved to be specified and imposed, namely,
 - (i) that a **NO RIGHT TURN** prohibiting vehicles from turning right into **ROYAL VIEW ROAD** from **TE ATATU ROAD, 7.00AM TO 9.00AM AND 3.00PM TO 6.00PM, MONDAY TO FRIDAY, BUSES EXEMPT** 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 no right turn.

BACKGROUND

1. The Henderson Community Board has requested that a morning peak right turn ban be investigated for the Royal View Road / Te Atatu Road intersection due to concerns regarding congestion in this period. In addition the New Zealand Transport Agency (NZTA) has requested that the evening ban be extended from 4pm to 3pm, as these right turning vehicles are interfering with operation of the new signalised motorway off ramp intersection that has recently been installed.
2. In the past five years, there has been one reported accident to police that relates to right turn movements into Royal View Road from Te Atatu Road during the morning peak period. It involved a south bound vehicle on Te Atatu Road swerving to avoid a stopped vehicle waiting to turn right into Te Atatu Road. The database does not contain a complete list of all accidents. It is possible one or more unreported accidents have occurred at this intersection.

DECISION MAKING

Issues

3. Te Atatu Road is a regional arterial road and carries approximately 45,000 vehicles per day. Royal View Road is a local road and carries approximately 3,000 vehicles per day. Currently, there is a right turn ban into Royal View Road during the evening peak periods.
4. Observations during a morning peak period in December 2008 showed that relatively minor volumes of vehicles wishing to turn right into Royal View Road during the morning peak period (around 30 per hour) are causing delays for south bound Te Atatu Road traffic, particularly those coming from Te Atatu Peninsula. Queues of vehicles forming behind them can cause undesirable swerving manoeuvres of south bound vehicles wishing to avoid being delayed. As an alternative, these vehicles can readily turn right at the Vera Road/Te Atatu Road traffic signals which are approximately 0.4 kilometres to the south.

A65

5. The recently installed signalised intersection at Te Atatu motorway off ramp is also being affected by right turning vehicles after 3.00 pm on weekdays, and the NZTA has requested the existing right turn ban be extended to this time.

6. The location of the proposed change is indicated on the diagram attached at page A65.

Options Identified

7. Two options have been identified; to extend the right turn ban for both the morning and evening peak periods, or not to extend the right turn ban.

Consideration of Community Views

8. As only a small number of motorists will be affected and they have a readily available alternative route, Council officers have not consulted with any residents regarding this proposal.

Preferred Option

9. The recommended option is to extend the existing right turn ban to the morning peak period from 7.00 am to 9.00 am, and for the evening period 3.00 pm to 6.00 pm weekdays. This measure will improve traffic safety and traffic flow on Te Atatu Road during these periods.

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 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. Right turn bans can be applied to ensure safe movement on roads by restricting hazardous movements.

CONSULTATION

12. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

13. The new right turn ban can be implemented under the Annual Plan 2008/2009 maintenance budgets.

IMPLEMENTATION ISSUES

14. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.

