

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON WEDNESDAY, 7 MAY 2008,
COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 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 Committee 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 Committee 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.



3 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.



4 CONFIRMATION OF MINUTES

Meeting Minutes - 2 April 2008

RECOMMENDATION

That the minutes of the Meeting of the Infrastructure and Works Committee held on Wednesday, 2 April 2008, as circulated, be taken as read and now be confirmed.



5 RAMP SIGNALLING

GLOSSARY

Transit New Zealand	(Transit)
High Occupancy Vehicles	(HOVs)
Partnering Charter	(the Charter)

EXECUTIVE SUMMARY

Transit New Zealand (Transit) is implementing ramp signalling on nearly all motorway on-ramps on the Auckland urban motorway network as one of a range of transportation systems management measures to make best use of the existing motorway network. Ramp signals operate at morning and evening peak times and at other times when traffic on the motorway is heavy. At other times, they are switched off.

Ramp signals are traffic lights on motorway on-ramps which filter the flow of traffic on to the motorway in order to best match the capacity of the motorway with the volume of traffic entering the motorway. Without ramp signalling, bottlenecks occur at motorway on-ramps where the volume of traffic entering the motorway is beyond the capacity of the motorway to accept it. This causes flow breakdown on the through motorway lanes. Ramp signals allow the motorway to operate to its maximum capacity and significantly delays the onset of, and shortens the duration of, motorway flow breakdown. The trade-off for this is that there are often longer queues on motorway on-ramps and connecting arterial roads. This makes the provision of adequate ramp storage of vital importance in order to avoid degrading the operation of the connecting arterial roads. This is a significant area of concern for the Council.

Implementation of ramp signalling on the Southern Motorway is well advanced and work is now underway on Northwestern Motorway on-ramps in Auckland City. Implementation of ramp signalling is due to get underway in Waitakere from June 2008. The specific indicative timings for the whole Northwestern Motorway are as follows:

Newton Road Westbound	April 2008
St Lukes Road Westbound	April 2008
Waterview Westbound	June 2008
Paitiki Road Westbound	June 2008
Te Atatu Road Westbound	June 2008
Lincoln Road Westbound	July 2008
Royal Road Eastbound	July 2008
Lincoln Road Eastbound	July 2008
Waterview eastbound	August 2008
Te Atatu Road Eastbound	September 2008
Rosebank Road Eastbound	September 2008
St Lukes Road Eastbound	October 2008

This report is for the Infrastructure and Works Committee's (the Committee) information only as the implementation of the project is the responsibility of Transit.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Ramp Signalling report.
2. **Direct** Council officers to work with Transit New Zealand to address ramp signalling issues raised in the agenda report.

BACKGROUND

1. Transit has presented previously to Council committees on the ramp signalling project. The most recent was to the City Development Committee at its meeting on 7 June 2007, where the concept design for ramp signalling was presented and the Council's expectations were conveyed to Transit. This report is to update the Infrastructure and Works Committee on the detailed design of ramp signalling. Transit officers will make a presentation to the Infrastructure and Works Committee on ramp signalling at the meeting and will be available to answer questions from Elected Members.
2. Transit is proceeding with the implementation of ramp signalling on motorway on-ramps within Waitakere. Work is currently underway on Northwestern Motorway on-ramps in Auckland City at Newton Road and St Lukes Road.
3. The ramp signalling project in Waitakere includes Royal Road, Lincoln Road and Te Atatu Road interchanges. Ramp signalling of the Hobsonville Road, Trig Road, Brigham Creek Road and Buckley Avenue interchanges will take place in conjunction with the opening of the Upper Harbour Motorway section to the Upper Harbour Bridge and the Northwestern Motorway extension in 2012.
4. The currently substandard Royal Road on-ramp will be considerably upgraded to provide more merging room and additional vehicle storage.
5. The eastbound on-ramp at Lincoln Road will include a ramp signal bypass for buses, high-occupancy vehicles (HOVs) and trucks. For buses, this will tie in to the existing section of bus lane on the Northwestern Motorway leading up to the Henderson Creek Bridge. The HOVs ramp signal bypass will be for vehicles with two or more occupants. The westbound off ramp will remain largely unchanged.
6. The eastbound on-ramp at Te Atatu Road will include a right-hand turn lane from Te Atatu South which will be a ramp signal bypass for buses, HOVs and trucks. This will mean that buses, car poolers and trucks can avoid using the congested spiral loop on-ramp.
7. The westbound off-ramp at Te Atatu Road will be converted from a give way control to a full double left-turn signalised intersection for traffic heading to Te Atatu South. A bus bypass will be retained for buses heading to Te Atatu South.
8. The current situation where the Northwestern Motorway westbound drops from three to two lanes just west of the Waterview Interchange will cease, with three continuous through lanes from the Auckland Central Business District to Te Atatu Road. The current westbound on-ramp will convert from going into its own lane into a standard merge. The existing westbound bus lane will be extended back to the Waterview on-ramp. This provides a considerable benefit to the significant number of buses which enter the motorway at this point. This will require a minor relocation of the Northwestern Cycleway at this point.
9. In a report to the City Development Committee's meeting on 7 June 2007, a set of expectations for the operation of ramp signals in Waitakere were listed. These were that:
 - (a) The scheme for the North-western Motorway should contribute to each of the goals in the Partnering Charter in order to be considered successful. It is important that the focus is not solely on managing efficiency of traffic movements. The scheme should focus on achieving a change from single occupant vehicle travel to bus and car pooling through priority access mechanisms. The scheme should not aim to increase the number of vehicles entering the motorway in the morning peak.

- (b) Transit New Zealand needs to manage any impacts of vehicles exiting the Motorway in the afternoon peak; for example, by improving the off-ramp at Te Atatu in 2008.
- (c) Transit New Zealand needs to monitor travel effects before and after introduction of the ramp signals, including impacts on change in travel behaviour (including travel by bus, car pooling, and duration of the peak period).
- (d) The ramp signals project needs to align with the Council's plans for Te Atatu, Lincoln and Hobsonville Road corridors.
- (e) The ramp signals project will identify the need to upgrade Te Atatu and Lincoln interchanges.
- (f) Operation of the ramp signals will be coordinated with the Council's management of the local roading network. The ramp signals will be turned off, at the Council's request, if their operation does not meet the goals of the Partnering Charter.
- (g) Transit New Zealand will mitigate adverse impacts on local roads which are caused by the ramp signals.
- (h) Transit New Zealand will propose to install real time signs on local roads, in consultation with the Council regarding location, to ensure motorists are well informed and can make choices about their journey before commitment to travel by motor vehicle onto the Motorway.
- (i) Transit New Zealand will provide priority access for buses and high occupancy vehicles, particularly at Te Atatu, Lincoln and Westgate interchanges. Priority access should be able to be extended to freight where required.
- (j) Transit New Zealand will adequately enforce the priority bus and high occupancy vehicle access at the on-ramps.
- (k) Priority access for buses and high occupancy vehicles will be marketed to encourage a change of mode out of a single occupant vehicle.
- (l) Ramp signals will be reinstated after an upgrade of an interchange.
- (m) Ramp signals can be used to manage flows from special events, such as at the Trusts Stadium, or at other times when motorway flows are badly disrupted.
- (n) The public are kept informed before and during the introduction/operation of the ramp signals so that there is understanding of how to safely use the ramp signals and the priority access.

10. The City Development Committee resolved as follows at that meeting:

- “1. That the State Highways Update report be received.*
- 2. That the expectations in relation to the proposed Northwestern ramp signals project as set out in this report be approved.*
- 3. That the Chief Executive Officer be requested to write to Transit New Zealand confirming the City Development Committee's expectations in relation to the proposed Northwestern ramp signals project.”*

975/2007

- A1-A2 11. The letter from the Chief Executive Officer setting out the Council's expectations is attached at pages A1 to A2.
- A3 12. The Council at its meeting on 10 October 2007 delegated authority to enter into an agreement with Transit for the Auckland Motorway Ramp Signals Project. A copy of the Partnering Charter (the Charter) is attached at page A3. The Council resolution was as follows:

- “1. That the Auckland Motorway Ramp Signals report be received.
2. That the Group Manager: Asset Management be delegated authority to enter into an Agreement with Transit New Zealand for the Auckland Motorway Ramp Signals project.”

3623/2007

DECISION MAKING

13. The ramp signalling project is the responsibility of Transit. However, Transit has entered into a Charter with the territorial authorities, including Waitakere, whose roads connect to the motorway network. The Council's participation in the Charter was approved by the City Development Committee at its meeting on 2 August 2005. The Charter gives the Council some influence on the design and operation of ramp signals in Waitakere.

Issues

14. Officers believe that most of the Council's expectations in regard to the ramp signalling project have been met, at least in part. While there are still a number of outstanding issues, detailed below, Transit has clearly signalled its strong desire to work in partnership with the Council to work through these issues. The Council has a positive working relationship with the Transit and is confident that these issues can be worked through.
- A4-A6 15. The primary concern of the Council is the possible impact of ramp signals on the operation of leading roads for which the Council is responsible. The approaches to all motorway on-ramps are severely congested in the morning peak and at Lincoln Road for substantial parts of the day from Monday to Saturday. The Council has carried out surveys to monitor the traffic queues on the approaches to motorway interchanges in Waitakere to gain an understanding of the current situation. A summary of this monitoring report is attached at pages A4 to A6. The same survey will be repeated after the ramp signals have been operating for some time. The Charter, and its associated operating protocols, includes a provision that the operation of ramp signals should not worsen existing queues on motorway approaches. In the event that the Council's monitoring demonstrates a worsening in on-ramp queuing, there is a process in place with Transit to resolve this issue. This includes the possibility of switching off individual ramp signals until any issue is resolved.
16. The signalisation of the left hand turn at the Te Atatu westbound off-ramp will significantly reduce queues waiting to exit the motorway heading to Te Atatu South. It will also retain a bus bypass for buses heading to Te Atatu South, controlled by a bus priority signal. Transit plans to use sensors located back on the motorway mainline to detect queues. This will trigger a signal phase to help clear traffic off the motorway. While this will reduce the traffic queue on the motorway, it may well increase the amount of traffic southbound on Te Atatu Road, which is already congested at peak periods. In particular, this could put additional pressure on the Te Atatu South roundabout at the intersection of Te Atatu Road, Edmonton Road and Flanshaw Road. It is important that the operation of these traffic signals strikes the right balance between clearing motorway queues; matching the capacity of Te Atatu Road southbound to receive and clear traffic off the motorway; and maintaining access to and from Te Atatu Peninsula.

17. The inclusion of buses in the right turn ramp signal bypass at Te Atatu Road on to the Northwestern Motorway is to be welcomed. However, how buses will access this on-ramp while still serving the bus stops on Te Atatu Road between Edmonton Road and Royal View Road will require discussions between the Council, Transit, the Auckland Regional Transport Authority and the bus operators. This may require modifications to existing bus operating practices to maximise the benefit to buses of this facility.
18. The Council believes that it is not enough simply to provide bus and HOVs bypasses but that an active effort should be made to market them. This is so that the ramp signal project achieves a travel demand management outcome of encouraging people to use more sustainable modes of transport. This was included in the list of expectations provided to Transit. And achieving this would require a partnership approach between Transit, the Council, the Auckland Regional Transport Authority and bus operators.
19. The retention of the existing layout of the Lincoln Road westbound off-ramp does not address the serious safety issues caused by weaving traffic in the short distance between the off-ramp and the Central Park Drive/Triangle Road intersection.
20. The ramp signal project will assist with optimising the capacity and throughput of the Northwestern motorway. However, it does not avoid, nor delay, the need to upgrade the interchanges at Te Atatu Road and Lincoln Road.
21. A number of ramp signals already implemented, or in the process of being implemented, such as those at Grafton Road to the Southern Motorway, Mt Wellington Highway northbound and South-eastern Highway northbound, include freight priority allowing trucks to bypass the ramp signal queue. While this is primarily due to a desire for trucks not to lose momentum on steep uphill ramps, it is a strong positive signal of prioritising commercial over private vehicle movements. Transit plans to include the ability for trucks to use the ramp signal bypasses on the Northwestern Motorway at Lincoln Road and Te Atatu Road eastbound on-ramps. How these truck bypasses can be integrated with the Council's roading network leading up to these interchanges will be considered in the Council's current Waitakere Freight Study.

Consideration of Community Views

22. Transit has carried out public consultation on its travel demand management project, of which ramp signalling is an element. This has taken place through open houses, newspaper advertising and printed material. However, designs for the Northwestern Motorway ramp signals have yet to be made publicly available.
23. The Council has a role in this project as a stakeholder and advocate for Waitakere residents and the Charter and operating protocols recognises the Council's role as a stakeholder.

STRATEGIC CONTEXT

24. The ramp signalling project will have some positive influence on the "Integrated Transport and Communications" and some potential influence on the "Strong Innovative Economy" strategic platforms. Making best use of existing transport infrastructure; giving priority to buses at key on-ramps; and the likely reduction in crashes near on-ramps will help deliver on the "Integrated Transport and Communications" platform while the future possibility of freight bypasses could contribute to the "Strong Innovative Economy" platform.

25. Localised increases in air pollution and carbon dioxide emissions around motorway on-ramps should be counterbalanced by commensurate reductions in air pollution on carbon dioxide emissions on the motorway corridor. Taken together with the positive impact of bus and HOVs bypasses at Lincoln Road and Te Atatu Road, this should lead to a small positive contribution to the "Sustainable Energy and Clean Air" platform.

CONSULTATION

26. Consultation on the ramp signalling project and requirements for consultation with Maori needed for this project is the responsibility of Transit.

RESOURCES

27. As the ramp signalling project is being delivered by Transit, no other resources other than staff time, and the costs of monitoring, are required.

IMPLEMENTATION ISSUES

28. The implementation of this project is the responsibility of Transit.

Report prepared by: Darren Davis, Senior Strategic Advisor, Transport.



6 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MAY 2008

GLOSSARY

New Lynn Town Centre	(Town Centre)
New Lynn Charrette	(the Charrette)
Auckland Regional Transport Authority	(ARTA)
Auckland Regional Council	(ARC)
Land Transport New Zealand	(LTNZ)
Beca Infrastructure Ltd	(Beca)
Project Control Group	(PCG)
Transport Orientated Development	(TOD)
Waitakere City Council	(WCC)
Target Outturn Cost	(TOC)
Long Term Council Community Plan 2006-20016	(LTCCP)

EXECUTIVE SUMMARY

The vision for the future of New Lynn Town Centre (Town Centre) has its foundation in the New Lynn Charrette (the Charrette) held in 1996. The Charrette was based on New Urbanist principles as outlined in the Council's charter. At the Charrette it was identified that the current over ground rail system was a barrier to the growth and development of New Lynn.

In 2005 an Enquiry by Design workshop revisited the outcomes of the Charrette and looked in detail at land use and transport issues around the Town Centre core area, with specific reference to Auckland Regional Transport Authority's (ARTA's) rail infrastructure proposals. Since this time, Council has been working with ARTA on various design options.

Three service level options were identified for the transport interchange, a "Base Case" option, Option 1 and Option 2. Council's preferred option for a transport interchange is Option 2, which includes consideration of a number of enhanced urban design components to encourage public transport patronage as well as to ensure consistency with Council's vision for the Town Centre.

Council applied through ARTA for \$19.83 million to fund Option 2. However, Auckland Regional Council (ARC) in its 2008/2009 draft Annual Plan, put forward a reduced sum of \$12.554 million, which represents something less than Option 1. In response Council has made a submission to ARC's 2008/2009 draft Annual Plan to motivate additional funding to bridge the financial gap for Option 2.

Council is aiming to achieve Land Transport New Zealand (LTNZ) approval of its funding application at LTNZ's June 2008 meeting. The timeline for collating all the relevant information required for the resource consent (a prerequisite for LTNZ funding) is very tight. Delays in the delivery of the plans from Beca Infrastructure Ltd (Beca) are impacting on the overall programme delivery. It is a significant risk that Council may not have all the information required for the resource consent, which in turn would mean that the resource consent would not be approved prior to the LTNZ funding application.

Where opportunities arise to provide enhanced outcomes for the wider Town Centre development, these will be considered by the Project Control Group (PCG). Significant departures from the concept approved by Council in September 2007 will be reported to the appropriate Council Committee for approval.

The District Plan includes a designation providing for the existing railway. The extent of the designation in New Lynn needs to be amended to accommodate the trenching and double tracking of the railway line. At the April 2008 Planning and Regulatory Committee meeting, the Committee endorsed in principle the alteration, subject to written approval by the adjoining landowner. Initial discussions with the landowner indicate a willingness to provide the approval, however this remains a risk until approval is confirmed in writing.

There is \$21,568,000 budgeted in Council's Annual Plan 2007/2008 which includes roading components, land purchase, ONTRACK contribution and communications. Of this amount it is expected that \$14,532,250 will not be spent this year and will therefore be required to be carried forward into 2008/2009.

In Council's draft 2008/2009 Annual Plan there is a further \$47,740,600. Additional amounts will be required in the subsequent 2009/2010 and 2010/2011 Annual Plans. Total Council project costs are estimated at \$147,716,986. There are three funding sources currently being investigated from LTNZ, ARTA and development contributions, which will offset some of the estimated project cost. These amounts have yet to be confirmed but are estimated to total \$58,500,000.

Coffey Projects (ex Carson Group) will be contracted to carry out the risk portfolio for the integrated programme management process.

Officers have identified the need for two newsletters to aid in the dissemination of information related to the New Lynn town centre development programme. Firstly, a key stakeholder newsletter is being developed. This will be distributed to organisations such as ONTRACK, ARTA and local businesses. The second newsletter will be for Councillors and Council staff. These will be implemented in due course. To date, complaints from local stakeholders and the general public have been rare and specific issues for affected businesses have been responded to promptly.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the New Lynn Integrated Programme - Status Update May 2008 report.

BACKGROUND

1. The vision for the future of New Lynn Town Centre has its foundation in the Charrette held in 1996. The Charrette was based on New Urbanist principles as outlined in the Council's charter. At the Charrette it was identified that the current over ground rail system was a barrier to the growth and development of New Lynn.
2. In 2005 an Enquiry by Design workshop revisited the outcomes of the Charrette and looked in detail at land use and transport issues around the Town Centre core area with specific reference to ARTA's rail infrastructure proposals.
3. On 19 December 2006 the Government announced the allocation of \$120 million for the trenching of the railway line that runs through the centre of New Lynn. Concurrently Council has been advocating for under grounding to aid in the development of New Lynn as a major regional growth centre and has sought to work together with agencies such as ARTA, LTNZ, ARC and ONTRACK to develop concepts for New Lynn. In addition Council has planned for and encouraged growth through proposed Plan Change 17.
4. Officers have continued to work with the Council's consultant design team of Architectus and their sub-consultants, Beca and Brewer Davidson regarding the design of the interchange. A multi-disciplinary cross council team continues to provide input into refining the approved concept plan for the transport interchange and surrounding roading network.
5. Council staff are also working to develop a master plan to document how land use in the wider Town Centre might develop in response to the transit developments and District Plan changes taking place in New Lynn. A draft master plan for the Town Centre has been prepared for review and comment. This master plan was a request of central government Ministers who wanted Council to consider the wider impact on New Lynn.
- A7 6. While a number of independent strategic initiatives were in progress within New Lynn, a lack of sufficient integration between these initiatives was identified. Resignations in late 2007 of key officers, lead to changes in project sponsorship. Initially, sponsorship passed from the Director Quality Assurance to the Director Corporate and Civic Services, and subsequently to the Director City Services. These leadership changes lead to the establishment of an integrated programme management structure (attached at page A7) and the establishment of a project control group (PCG) to oversee the integrated programme developments for New Lynn town centre.
7. The PCG comprises a project director, deputy project director, two project managers and officers responsible for the delivery of individual portfolios that make up the collective project. The PCG ensures consistency across all facets of the integrated programme, while the management structure integrates the rail and interchange related works with the Town Centre development planning initiatives.

The integrated programme management structure identifies the following 10 portfolios:

- Infrastructure;
- Strategic Funding;
- Development & Implementation of Town Centre concept;
- Development Contributions;
- Communications;
- Relationship Management & Advocacy;
- Strategic-Consents/District Plan;
- Legal Agreements;
- Risk Management; and
- Financial.

8. Included within the integrated programme management plan, will be individual project plans for each portfolio. The integrated programme management plan covers programme management, financial management, governance, risk management, quality assurance, policies and procedures. Upon completion this plan will be distributed to key stakeholders.
9. With the establishment of an integrated PCG, it was agreed that status reporting to the Infrastructure and Works Committee should occur on a monthly basis. These status reports will be presented as a high-level project overview, while individual portfolio holders will be responsible for reporting to appropriate Council Committees for specific decisions on their portfolio, as required.
10. This inaugural project status report records the formation of an integrated programme management structure and PCG, and the status of the project at the commencement of programme management under this new structure.

DECISION MAKING

Issues

Transport Infrastructure - Options

11. Three service level options have been developed for the New Lynn TOD: a "Base Case", "Option 1" and "Option 2".
12. The Base Case is consistent with other ONTRACK and ARTA developments, providing basic station facilities without improvements and without provision of an integrated bus/rail interchange. The Base Case is developed solely for the purpose of establishing a base line funding option by ONTRACK and is not officially supported by the ARTA Board or by the Council.
13. Option 1 is a higher standard than the Base Case and includes an integrated bus/rail interchange incorporating facilities to encourage public transport patronage and has significant public transport benefits which result in a positive benefit/cost ratio. This option is endorsed by the ARTA Board.
14. Option 2 is a higher standard than Option 1 and includes an integrated bus/rail interchange incorporating enhanced facilities to further encourage public transport patronage. Option 2 includes additional cover over the rail trench to provide enhanced urban amenity facilities and improved pedestrian linkages. The additional public transport benefits for Option 2 result in improved benefit/cost ratio compared to Option 1.
15. Council's preferred option is Option 2, which includes a number of additional urban design components that will further encourage public transport patronage and ensure consistency with Council's vision for New Lynn town centre.

Strategic Funding

16. ARC Funding: Council applied through ARTA for \$19.83 million to fund Option 2, however although ARTA was sympathetic to Council's application, ARC put forward a reduced sum of \$12.554 million in their draft Annual Plan 2008/2009, which represents something less than Option 1. In response, Council made a submission to ARC's draft Annual Plan 2008/2009 to motivate additional funding to bridge the financial gap for Option 2. Submissions closed on Tuesday, 22 April 2008 and to date no response has been received.

17. LTNZ Funding: Council is aiming to achieve approval of its funding application at the June 2008 Board meeting of LTNZ. This requires that resource consent is approved prior to submission of Council's application. The timeline for achieving the above schedule is very tight and a significant risk exists that Council may not be able to process the consent prior to lodging the LTNZ funding application. If this occurs the PCG have directed that a funding application should be lodged and followed up with an approved resource consent as soon as possible thereafter.
18. The Minister of Finance, Dr Michael Cullen indicated at the beginning of construction on 14 March 2008 that he would consider any funding shortfall for the project once all major funding options had been exhausted by all parties.

Development and Implementation of the Town Centre

19. Land Acquisitions: Beca has been subcontracted by Architectus to provide cadastral plans and supporting engineering information for the purpose of land acquisitions and resource consent. There has been a delay in the delivery of the plans from Beca. The delays are now starting to impact on the overall programme delivery and Council has taken action to remediate this. This has impacted on confirmation of the extent and definition of land to be acquired.

Town Centre Master Planning

20. Planning and design around the transport interchange and rail corridor has significantly progressed in collaboration with ONTRACK and ARTA and master planning of the wider Town Centre continues to develop and identify opportunities. These opportunities are being reviewed and evaluated on an ongoing basis. Where opportunities are shown to provide enhanced outcomes for the wider Town Centre development, these will be considered by the PCG and incorporated into the integrated programme management plan. Significant departures from the concept approved by Council in 2007 will be reported to the appropriate Committee for approval.
21. An integrated programme management plan covering all aspects of the wider Town Centre development is approximately 50% complete. The PCG aims to have this integrated programme management plan completed by the end of May 2008.
22. A further report outlining Town Centre master planning will be presented to the New Lynn Community Board and the Policy and Strategy Committee at their May 2008 meetings.

Development Contributions

23. A consultant has been appointed to carry out a city wide review of development contributions and financial contributions. New Lynn plays a significant role within this piece of work. Currently officers are reviewing the desired outputs to form the brief and the timeframes for delivery and how these will interface with the New Lynn development.

Strategic Consents and District Plan

24. The District Plan includes a designation providing for the existing railway. The extent of the designation in New Lynn needs to be amended to accommodate the trenching and double tracking of the railway line. At the April 2008 Planning and Regulatory Committee meeting the Committee endorsed in principle the alteration subject to written approval by the adjoining landowner. Initial discussions with the landowner indicate a willingness to provide the approval, however this remains a low risk until approval is confirmed in writing.

Communications

25. Officers have identified the need for two newsletters to aid in the dissemination of information related to the New Lynn project. Firstly, a key stakeholder newsletter is being developed. This will be distributed to organisations such as ONTRACK, ARTA and local businesses. The second newsletter will be for Councillors and Council staff. These will be implemented in due course.
26. To date, complaints from local stakeholders and the general public have been rare and specific issues for affected businesses have been responded to promptly. The Council and ONTRACK have set up a process to track responses to complaints and to ensure that any complaints or queries are directed to the appropriate individual for response.
27. This complaints management process has been established in order to ensure that all parties provide a united approach in terms of responses and to ensure that all complaints are channelled through a centralised system. A centralised system will mean that multiple officers are not responding to the same complaint, which may have been received through various methods.

Relationship Management & Advocacy

28. A portfolio has been established to advocate and maintain relationships with key Ministers and external organisations.
29. At the Minister's request, a Chief Executive Officers steering group has been established between ARC, ARTA, ONTRACK and WCC. The terms of reference for the group are yet to be determined but the main purpose is to discuss options around funding deficits and to collectively discuss the governance of the project. The steering group will be chaired by John Robertson with WCC providing the administrative support.

ONTRACK Status

30. The Target Outturn Cost (TOC) submitted to ONTRACK by the Fletcher/Beca Consortium resulted in a major value engineering exercise being undertaken by ONTRACK. Meetings have taken place between officers of ONTRACK, WCC and ARTA to discuss ways in which to reduce costs. This involves three parallel activities:
 - A value engineering review by ONTRACK of the initial TOC;
 - Reviewing the schedule of who asked for what in the scope and identify who is responsible for costs of various components of the schedule;
 - Evaluating the scope to identify reductions that could occur while making it clear what the impact of such reductions would be.

ONTRACK have indicated that carrying out this work will lead to a 6-8 week delay for the TOC.

31. There have been discussions regarding the ventilation of the trench for Option 2 and its associated costs. ARTA have indicated that they do not believe that they are accountable for the costs of ventilation to the trench and their belief that these costs are the responsibility of WCC. WCC officers do not concur and this matter will be subject to review.
32. ONTRACK have commissioned Parsons Brinkerhoff to carry out ventilation modelling work and report on the design to date. To date officers have not received a copy of the report.

ARTA Status

33. Officers are meeting with officials from both ONTRACK and ARTA to discuss a way forward around bridging the predicted funding shortfall. A separate discussion is also taking place to discuss the division of costs between ONTRACK, ARTA and WCC for the project. This will identify accountabilities for costs of design, construction, maintenance, funding and ownership of the various components of the interchange and will be fundamental in formalising relationship agreements going forward in the project.

Legal Agreements

34. A portfolio has been established to identify and co-ordinate implementation of formal agreements between external organisations required for successful delivery of this project.

Risk Management

35. Provisional negotiations have taken place with Coffey Projects (ex Carson's Group) and a formal appointment is underway to contract Coffey Projects to carry out the risk management portfolio. The consultant will be responsible for conducting a risk management workshop with the PCG, developing a risk management plan, monitoring against the plan and providing subsequent updates. This portfolio will be coordinated by the Council's project managers.

RESOURCES

Timeline/Milestones

36. The timeline and milestones for the project are currently being assessed by officers and will be reported in tabular format in future status reports.

Financial Status

37. There is \$21,568,000 budgeted in the Annual Plan 2007/2008 which includes roading components, land purchase, ONTRACK contribution and communications. Of this amount it is expected that \$14,532,250 will not be spent this year and will therefore be required to be carried forward into 2008/2009.
38. In the draft Annual Plan 2008/2009 there is a further \$47,740,600. Additional amounts will be required in the subsequent 2009/2010 and 2010/2011 Annual Plans. Total Council project costs are estimated at \$147,716,986. There are three funding sources from LTNZ, ARTA and development contributions currently being investigated which will offset some of the estimated project cost. These amounts have yet to be confirmed but are estimated to total \$58,500,000.

Project Risks

39. A risk identification workshop will be held and any significant risks will be included in future status reports.

Consideration of Community Views

40. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 planning Charrettes.

41. Over the last two years Council has undertaken a consultation programme with New Lynn landowners in proximity to the rail corridor, and has held 3 public consultation meetings. There is a core team of Council officers who are working with the communications advisors from both ONTRACK and ARTA to manage consultation, the media, and general public concerns prior to and during the construction period and to ensure that the views of the community are clearly expressed back to the Council.
42. A site office has been established for the rail project in the Town Centre and provides a base for consultation, providing details on construction, road closures and public transport information available for the public.

STRATEGIC CONTEXT

43. The TOD project is identified as one of the Council's top five projects and represents a substantial investment in the LTCCP 2006–2016. The TOD project delivers on the following strategic platforms:
 - Urban and Rural Villages;
 - Strong Communities; and
 - Integrated Transport and Communications.
44. The New Lynn TOD project is aligned with a number of strategies,
 - The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
 - Auckland Regional Land Transport Strategy; and
 - The Council's:
 - Transport Strategy 2006 - 2016;
 - Growth Management Strategy; and
 - Economic Development Strategy.

CONCLUSION

- A7
45. Council has recognised the need to integrate a number of initiatives associated with the development of the New Lynn Town Centre. To this end, an integrated programme management structure has been developed and key Council officers have been allocated roles within the structure (attached at page A7). The group is lead by a Project Director: Director City Services and a Deputy Project Director: Director Strategic Performance. A PCG comprising the Project Director, Deputy Project Director, project managers and portfolio holders meets regularly to co-ordinate and manage the integrated programme.
 46. This report is the inaugural report in a series of monthly programme status reports that will be presented to the Infrastructure and Works Committee.
 47. An integrated programme management plan covering all portfolios is under development and expected to be completed by end of May 2008.

Report prepared by: John Schermbrucker, Special Projects Manager and Clare Sarney, Senior Project Manager (This report is based on information provided by individual portfolio holders).



7 HENDERSON YOUTH FACILITY - CONSTRUCTION STATUS UPDATE APRIL 2008

GLOSSARY

Henderson Youth Facility	(Global Café)
Information Management project team office	(IM office)
West Wave Recreation Centre	(Recreation Centre)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on progress of the Henderson Youth Facility (Global Café) project.

Defects identified at the West Wave Recreation Centre (Recreation Centre) upgrade practical completion inspection are being finalised.

Work is progressing to the Global Café and Information Management project team office (IM office). The expected completion date for this portion of the work is 4 July 2008.

While the re-design of landscape works to fit within the required contract budget requires omission of the water feature, the balance of the landscape works as designed by the Parks Planning Manager can be achieved within the project budget. The plaque from the former fountain will be incorporated into the revised landscape area.

The re-roofing of the Global Café area and the repairs of the Recreation Centre roof will not impact on the completion date of the contract.

Savings have been identified to maintain the overall project expenditure within the approved budget.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the Henderson Youth Facility - Construction Status Update April 2008 report.

BACKGROUND

1. The construction status of the Global Café project was last reported to the Infrastructure and Works Committee in March 2008. This report updates construction status for April 2008.

DECISION MAKING

Issues

Progress to date

2. Defects identified during the practical completion process for the Recreation Centre upgrade have been addressed during the reporting period and are close to being finalised. Work continues on the Global Café and IM office. Partitioning and structural work to these areas is 95% complete with the structural work to the new infill area on the east face of the building progressing. The first fix of services is complete. Installation of the ceiling in the Global Café area is approximately 95% complete and cladding of internal walls is progressing. Re-roofing has been carried out to the infill area on the east face of the Global Café and re-roofing of the main lower roof over the Global Café is approximately 50% complete.

3. Work to the external staircase to the IM office has been proceeding. The walkway structure and canopy design along the west face of the Global Café as well as the entry canopy to the Global Café has been the subject of a value engineering exercise. The walkway canopy will be constructed with a coloursteel wave-form roof while the design of the entry canopy to the Global Café has been simplified. Foundation details for the walkway canopy have been issued and these are soon to be installed.

Landscape Design

4. The landscape design including the fountain have been reviewed by Council staff from the Arts and Parks Planning sections, and the Professional team and a decision was made to omit the water feature from the scope of works. This was deemed necessary in order to maintain the project expenditure within the budget. The balance of the landscape works, as designed by the Parks Planning Manager, can be achieved within the budget. The plaque from the former fountain will be incorporated into the revised landscape area.

Hot Water Supply to the Recreation Centre Ablutions

5. Problems have been experienced with the delivery of hot water to the shower and wash-hand basins in the Recreation Centre ablutions. The new hot water system is a gas operated on-demand supply which should provide hot water to the ablutions fixtures with a minimum of delay. Delays of up to 2 min 30 seconds in the delivery of hot water are being experienced at some outlets. This delay is unacceptable. Options for remedying the situation have been discussed with the Contractor and Consultant, who will jointly develop a design, as well as proposals for rectifying the problem in as short a time frame as possible.

RESOURCES

Timeline/Milestones

6. The Contractor's extension of time claim No. 2 for days due to structural issues affecting the completion of the infill area on the east face of the Global Café has been reviewed by an independent assessor appointed by the Consultant. The extension of time has been assessed as 13 days. The Engineer to the Contract has advised the Contractor accordingly. The Contractor has advised that he will dispute the ruling. It is therefore advised that, pending the outcome of further discussion between the Contractor and Engineer, the revised completion date be based on 21 days. This takes the practical completion date of the contract to 4 July.
7. In addition to extension of time claims No.1 and No.2 of 11 days and 21 days respectively there was a 21 day delay in the issue of a Building Consent for the Global Café/IM Office. This has had the effect of shifting the start date of this portion of the works, and has no cost implications.
8. The current timeline status including provisional extensions of time to date is provided in the following Table 1. Reference to the Recreation Centre status has been removed from the table as Practical Completion was attained in February.

TIMELINE STATUS			
Key contract dates / times	As at contract award October 2007	Change	As at April 2008
Contract Commencement date	15 October 2007	-	15 October 2007
Contract Period: Global Cafe/IM office	126 w days	53 w days	179 w days
Extensions of Time:			
Delayed consent issue at no cost	-	21 w days	21 w days
Asbestos removal	-	11 w days	11 w days
Foundation/structural clash redesign	-	21 w days (prov.)	21 w days (prov.)
Due Date for Practical Completion: Global Cafe / IM office	29 April 2008	53 w days	4 July 2008

Table 1 - Timeline Status

Financial Status

9. Contingency expenditure during the report period amounted to \$29,374. The more significant items contributing to this expenditure are reported below. It is noted that while the provisional costs of these items represent a worst-case scenario, the costs are subject to interrogation by the Consultant, which may result in reduced cost at time of agreement.
- Finishes to lift between Global Café and IM office \$ 4,862
 - Recreation Arts Council kitchen fitout \$ 8,827
 - Foundation detail at Gridline 10 Global Café \$ 4,423
 - Additional electrical items in Recording Studios \$ 6,465
 - Foundation detail on Gridline 01 exterior stair \$ 4,500
10. A number of these items listed above are also subject to ongoing interrogation by the Quantity Surveyor to agree the quantum due to the Contractor. The expenditure reported above therefore represents a worse case scenario which may reduce when agreement on the amounts is reached.
11. The combined outcome of ongoing value engineering and contingent expense on the contract to date, result in the cost of these variations yielding net contingency expenditure to date inclusive of these variation costs, of 94.2% of the contingency sum. The current level of contingency expenditure amounts to 9.6% of the contract sum.

12. A summary of the current financial status of the contract is given in Table 2 below.

FINANCIAL STATUS			
Project Costs	As at contract award 15 Oct 2007	Change	As at April 2008
Tender Award Value. Alliance Construction Ltd.	\$4,125,535	-	\$4,125,535
Provisional sum for landscape works	\$50,000	-	\$50,000
Provisional sum for re-roofing	\$308,000	-	\$308,000
Subtotal	\$4,483,535	-	\$4,483,535
Contract variations to date	-	\$395,642	\$395,642
Contract Contingency sum	\$420,000	(\$395,642)	\$24,358
Total Construction Cost	\$4,903,535	-	\$4,903,535

Table 2 - Financial Status

Project Risks

13. The following issues are currently being managed to mitigate unfavourable impacts on the project outcome.
- The Contractor has submitted a claim for \$92,441 for additional work to the Recreation Centre air-conditioning. The claim, which includes for additional electrical work and changes to duct configurations is being challenged, and is undergoing investigation by the Quantity Surveyor. Additional documentation is awaited from the Contractor.
 - Re-roofing of the Global Café: The Contractor has advised that the re-roofing of the Global Café and the repairs to the Recreation Centre roofing, both instructed in the previous reporting period, will not have an effect on the completion date of the contract.
 - Landscape re-design: The design has been re-assessed in order to bring the costs into line with the budgeted allowance for the works. Savings realised by omitting the fountain from the works will offset additional costs incurred elsewhere.
 - Resource consent issues pertaining to permitted boundary noise levels from the Global Café during concert performances have been reviewed by the Consultant team. The Consultant has confirmed that the design complies with the permitted decibel ratings dictated by the District Plan and contained within the Resource Consent conditions.
 - Extension of Time claim No.2 for 21 working days has been reviewed by an independent assessor against the critical path timeline. The Contractor has indicated he is likely to contest the finding of 13 days extension of time.
 - The sub-contract for the walkway and canopy construction on the west face of the Recreation Centre is being managed by the project team to ensure completion within the project timeframe.
 - Hot water to the Recreation Centre ablutions: The Consultant and Contractor are jointly developing a design to remedy the slow delivery of hot water to the ablutions fixtures.

Consideration of Community Views

14. Extensive consultation has taken place with community groups and organisations during the concept and developed design stages of the project.

STRATEGIC CONTEXT

- 15 The project team is monitoring construction progress to ensure the outcome remains in alignment with Council's strategic objectives.

CONCLUSION

16. Defects identified during the Practical Completion inspection for the Recreation Centre are being addressed and will be finalised in the near future.
17. The landscape and foundation design and implementation has been revised to ensure that the scope of works fits the contract budget for this item. However to ensure that the project costs are met within the budgeted amount it will be necessary to omit the fountain from the scope of works.
18. Work is progressing to the Global Café and IM Office. The expected completion time of this portion of the work is 4 July 2008. This is a provisional date pending the outcome of the Contractor contesting the Engineer's ruling on Extension of Time Claim 2.
19. While the expenditure against contract contingency is higher than forecast, savings are being identified to ensure that the overall project costs remain within the budgeted amount.
20. Re-roofing of the Global Café and the repairs of the Recreation Centre roof will not have any effect on the completion date of the project.
21. The problems with the delivery of hot water to the Recreation Centre ablutions are being addressed and a design will be produced to remedy the situation.

Report prepared by: Duncan Miller, Senior Project Engineer, Special Projects.



8 HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETSCAPE AND ROADING UPGRADE - CONSTRUCTION STATUS UPDATE APRIL 2008

GLOSSARY

HEB Smithbridge Limited	(HEB)
Henderson Primary School	(School)
Long Term Council Community Plan	(LTCCP)
Ministry of Education	(Ministry)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on progress of the Henderson Town Centre - Great North Road Streetscape and Roading Upgrade project. This report is the first in a series of monthly status update reports.

Physical work commenced on the upgrade of streetscape and roading along Great North Road between the Edmonton Road/Edsel Street intersection and the Henderson Valley Road/Alderman Drive intersection on 3 March 2008. The contract duration is 95 working days, which results in a programmed completion date of 18 July 2008.

Delays have been experienced in obtaining an entry agreement with the Ministry of Education (Ministry) to enter into the land to be purchased from the Ministry at the Henderson Primary School (School), and this has subsequently delayed commencement of work to the road widening for a bus-advance lane on Great North Road.

A high emphasis is placed on liaison with the public and businesses along the route of the works to minimise impacts of the work on commercial activity on Great North Road.

As part of Council's budgetary deliberations, the hanging floral baskets were omitted from the scope of the works resulting in a reduction of over \$250,000 to the contract.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the Henderson Town Centre - Great North Road Streetscape and Roading Upgrade -Construction Status Update April 2008 report.

BACKGROUND

1. At the meeting on 21 December 2007, the Tenders Subcommittee resolved.

- “1. That authority to enter into Contract No. SP06005F: Henderson Town Centre - Great North Road Streetscape and Roading Upgrade on behalf of Council be delegated to the Chief Executive Officer.
2. That a report be submitted to the Tenders Subcommittee in February 2008 to confirm the action taken with regard to Contract No. SP06005F: Henderson Town Centre - Great North Road Streetscape and Roading Upgrade.

4001/2007

2. On 31 January 2008 the Chief Executive Officer approved the following recommendations:

- “1. That the tender from HEB Smithbridge Ltd. For Contract No. SP06005F: Henderson Town Centre - Great North Road Streetscape and Roading Upgrade in the sum of \$3,417,012.21 plus \$427,126.53 GST, totalling \$3,814,138.74 be accepted.
2. That authority to enter into Contract No. SP06005F: Henderson Town Centre - Great North Road Streetscape and Roading Upgrade on behalf of Council be delegated to the Group Manager, Asset Management.

In accordance with resolution 4001/2007 of the Tenders Subcommittee a report was submitted to the Tenders Subcommittee on 22 February 2008 confirming the action taken.

- A8
3. The main area of the works extends along Great North Road from the Edmonton Road/Edsel Street intersection to the Henderson Valley Road/Alderman Drive intersection. In addition there is a zone of road widening outside the school on the westbound lane of Great North Road approaching the Edmonton Road/Edsel Street intersection. The works are split into eight zones which will be sequentially staged through the course of the contract to minimise community disruption. The zones are shown on the attachment at page A8 to this report.

DECISION MAKING

Issues

Progress to date

4. HEB Smithbridge Ltd.(HEB) commenced work on the contract on 3 March 2008 in zones A and G. To minimise community disruption, the contract specifications require that work progresses to only two zones at any one time, and that no two zones directly opposite each other should be worked at the same time. A delay on zone G has been incurred due to the crossfall of the parking area requiring additional grading and stabilization than was envisaged during the design process. In order to minimise the impact on the contract timeline, the Project Manager has agreed that work can proceed simultaneously on zones F and G. Work to zone G is expected to be complete by 2 May.

Procurement of Land from Ministry of Education.

5. The road widening for a bus advance lane outside the school has required the purchase of a strip of land from the Ministry. Property valuers appointed by the Council and the Ministry respectively have differed in their valuations of the land, and as a result an independent third valuation will be obtained. As the process of agreement is expected to take some time, an Entry Agreement has been sought from the Ministry to enable Council to enter the land and commence work. The Chief Executive Officer has signed the agreement which is currently with the Ministry for co-signing. As a result of the delays in obtaining the agreement from the Ministry, the start to this portion of the works has been delayed. However, provided that the work commences by 5 May, this will not impact on the contract completion date.

Public Liaison

6. Throughout the course of the project, Council officers have maintained close links with the Henderson Business Association by forming a liaison group, which has held regular update meetings with Association representatives. In agreement with the Association, newsletters and fliers have been distributed on a regular basis to business owners along the route of the works. Processes have been set up in conjunction with the Council call-centre to receive and deal with customer complaints and queries. Ongoing customer liaison has included visits by Council officers to businesses to address concerns raised by business owners at the commencement of works. These concerns have been addressed by modification of the work programme through ongoing liaison between the project team and business owners.

Diversion of Buses

7. In order to mitigate difficulties that users of bus services would experience due to the construction activities, the westbound buses using the bus stop opposite Trading Place have been diverted into the Edsel Street/Railside Ave. route during construction.

8. These buses now collect and discharge passengers at a temporary bus stop opposite the Unitec building on Railside Ave. When work to Zone A is substantially complete the westbound buses will return to using the normal bus stop. When construction work starts in Zone B the eastbound buses currently using the bus stop on the north side of the road adjacent to Trading Place will temporarily pick up and discharge passengers at the bus stop outside the Unitec building. Normal bus services will resume as soon as work to Zone B is substantially complete.

RESOURCES

Timeline/Milestones

9. The duration of the Contract is 95 working days. Within this period the roading works are required to be completed in 80 working days, as a separable portion of the works. Work commenced on 3 March 2008 and is due for completion on 18 July 2008.
10. Progress on Zone A is currently running approximately 10 working days late due to inefficiencies in the programme commencement, which have subsequently been addressed. Work to Zone G is also running 12 working days late, due to the additional work referred to in paragraph 4 as well as a delay in procuring new software for the traffic signalisation changes. The Contractor has provisionally indicated that an extension of time of two working days will be sought for additional work to Zone G.
11. While the delay in obtaining an entry agreement from the Ministry, for work outside the school, will delay the timely completion of the Zone H, this is not expected to affect the overall contract completion date.
12. The current timeline status including provisional extensions of time to date is provided in Table 1 below.

TIMELINE STATUS			
Key contract dates / times	As at contract award 31 January 2008	Change	As at April 2008
Contract Commencement date	3 March 2008	-	3 March 2008
Contract Period: Roading Upgrade (Separable portion 1) Streetscape Upgrade (Separable portion 2)	80 w days 95 w days	+2 w days +2 w days	82 w days 97 w days
Due Date for Practical Completion: Roading Upgrade (Separable portion 1) Streetscape Upgrade (Separable portion 2)	27 June 2008 18 July 2008	+2 w days +2 w days	1 July 2008 22 July 2008

Table 1. Timeline Status

Financial Status

13. Contingency expenditure during the report period amounted to \$32,578, which is considered to be reasonable for a project of this scale. The more significant items contributing to this expenditure are reported below. It is noted that while the provisional costs of these items represent a worst-case scenario, the costs are subject to interrogation by the Consultant, which may result in reduced cost at time of agreement.
- Change in specification of Fibre Optic ducting \$18,966
 - Supply and install additional SW catchpit \$ 3,280
 - Relocate Armco barrier at Henderson Valley Road \$ 3,550
 - Lime stabilisation at Henderson Valley Road car park \$ 4,488
14. The combined outcome of ongoing value engineering and contingent expense on the contract to date, result in the cost of these variations being accommodated within the contract contingency sum, yielding a net contingency expenditure to date inclusive of these variation costs, of 9.5% of the contingency sum. The current level of contingency expenditure amounts to 1% of the contract sum, which is within forecast limits for contingency expenditure at this stage of the contract. The current financial status of the contract is deemed to be in a healthy state.
15. The hanging floral baskets have been removed from the contract works as a result of Council's budgetary deliberations. The resultant reduction to the contract is \$251,299.
16. A summary of the current financial status of the contract is given in table 2 below.

FINANCIAL STATUS			
Contract Costs	As at contract award 31 January 2008	Change	As at April 2008
Tender Award Value. HEB Smithbridge Ltd	\$3,417,012	-	\$3,417,012
Contract variations to date (to be agreed)	-	\$32,578	\$32,578
Removal of Hanging Baskets from contract	-	(\$251,299)	(\$251,299)
Contract Contingency sum	\$341,701	(\$32,578)	\$309,123
Total Construction Cost	\$3,758,713	(\$251,299)	\$3,507,414

Table 2 - Financial Status

Project Risks

17. The following issues are currently being managed to mitigate unfavourable impacts on the project outcome.
- Slow progress on Zones A and G. Issues related to slow progress on the first two zones have been addressed and measures put in place to prevent similar occurrences on other zones. An extension of time claim of two working days is likely on Zone G.

- Complaints and concerns received from business owners and members of the public. Processes have been set up to deal with complaints and concerns. Follow-up with the complainants is carried out by Council officers and, where applicable, the Contractor is instructed to rectify unsatisfactory situations.
- Entry Agreement with the Ministry. Council officers are in contact with Ministry officers to attempt to expedite the signing of the entry agreement by the Ministry so that work can proceed as soon as possible on the bus-advance lane.

Consideration of Community Views

18. Extensive consultation has taken place with community groups and organisations during the concept and developed design stages of the project. This consultation included public meetings and an open day held in March 2007.

STRATEGIC CONTEXT

- 19 The project team is monitoring construction progress on an ongoing basis to ensure that the outcome remains in alignment with Council's strategic objectives.

CONCLUSION

20. The contract commenced on 3 March and work is currently in progress in three zones. The delays encountered in Zones A and G have been addressed to minimise their impact on the contract timeline.
21. Buses that have been diverted temporarily from Great North Road while work is in progress to Zone A will be brought back once work in this zone is substantially complete.
22. A high emphasis is being placed on liaison with the public and business owners along the route of the works in order to minimise the impact of the works on normal commercial activity along Great North Road.
23. An entry agreement is awaiting co-signing by the Ministry, to enable work to proceed on the road widening for a bus-advance lane.
24. Provisional expenditure of 9.5% has been recorded against the contract contingency. In addition there is a reduction of \$251,299 as a result of the decision to omit the hanging baskets from the scope of works.

Report prepared by: Duncan Miller, Senior Project Engineer, Special Projects.



9 **THE LOCATION FOR A NEW COMMUNITY FACILITY IN THE MCLAREN PARK
HENDERSON SOUTH AREA**

GLOSSARY

Long Term Council Community Plan 2006-2016	(LTCCP)
McLaren Park Henderson South	(MPHS)
Quadruple Bottom Line	(QBL)

EXECUTIVE SUMMARY

Council's Long Term Council Community Plan 2006-2016 (LTCCP) makes provision for a new community facility to be built for the McLaren Park Henderson South (MPHS) area. Council owned properties in the MPHS area are limited and none are ideal for the location of a new purpose built facility.

An independent Site Options Analysis project has been completed. Using a robust process of analysing each site option against defined criteria and including many facets of community consultation, a location for the new facility has been identified.

Council's Corban Green recreation reserve on 27 Corban Avenue has been identified as the best possible location for the building of a new facility in the MPHS area.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** The Location for a New Community Facility in the McLaren Park Henderson South Area report.
2. **Agree** in principle subject to approval by the Henderson Community Board that the preferred option for the location of the new McLaren Park Henderson South community facility be Corban Green on 27 Corban Avenue, Henderson.

BACKGROUND

1. The MPHS area is a blend of residential, commercial and industrial properties with a diverse population of approximately 7,000 residents. Waitakere City Council has identified this community as one of the most disadvantaged communities in the City regarding socio-economic status and access to recreation and social services.
2. It is well recognised by Council that there is a long standing need for a community facility in the MPHS area and as such, Council has budgeted a total of \$1,014,000 currently in the LTCCP for a new purpose built facility.
3. An independent community consultation project / feasibility study took place in the MPHS community over a five month period (from August - December 2007) as the first phase of this building project. The study identified characteristics that the community felt were important and should be incorporated in the development of a community facility for their area. A report titled Community Facility Feasibility Study for the McLaren Park Henderson South Area was presented to Council officers from the contractor Aluka Services in February 2008.
4. There are a number of site options for the location of this new community facility which have been identified by the public through the consultation project, as well as, by Council officers. However, no site is ideal and each has considerable limitations for use as a location for a new community facility.

5. Therefore, Council's Park Planning unit initiated a Site Options Analysis project for the identification of a location in the MPHS area for the proposed community facility since a site location has to be defined prior to concept designs.
6. The purpose of the Site Options Analysis sub-project has been to assess each location option against defined criteria, and recommend a preferred site for the location of the new facility.
7. Upon presentation of the Community Facility Feasibility Study for the McLaren Park Henderson South Area report to Council's Culture and Community Committee meeting on 12 March 2008, the Site Options Analysis sub-project was identified with the resulting resolution:

"4. That the Site Options Analysis project undertaken by Council's Parks Planning unit regarding the possible locations for the new McLaren Park Henderson South community facility be reported back to Council's Works and Infrastructure Committee's May 2008 meeting if the recommended location for the new facility is a park or reserve. If the recommended location from the Site Option Analysis is not a park or reserve, a report will be brought back to the May 2008 Culture and Community Committee meeting."

314/2008

DECISION MAKING

Issues

8. Council has a total budget of \$1,014,000 currently in LTCCP for a new purpose built community facility in the MPHS area.
9. There are a limited number of Council owned properties in the MPHS area and none are ideal for the location of a new purpose built facility.
10. The first phase of the project (i.e., a feasibility study / community consultation process) has been completed resulting in the identification of particular requirements and features from the community to be considered in the design of the facility. A location for the new facility needs to be identified in order to proceed onto the next phase of this building project which involves architectural concept design.
11. In order to determine the specific location of the new community facility for the MPHS area, the following decision making process was undertaken.

Options Identified

Community Feedback

12. Council received feedback from the public regarding possible building locations for the new proposed facility through the community consultation process / feasibility study that was undertaken between August – December 2007. This study canvassed residents in the MPHS area on characteristics important for Council to take in consideration regarding the design and building of the new community facility.

13. Participants in the study were asked to suggest a suitable location and identify any street or open area that they think would be a good place for a community facility. This was an open-ended question in order to solicit unprompted location possibilities. The most commonly identified locations from the study are:

- Parrs Park 20.5%;
- Corban Ave 17.1%;
- Corban Reserve 17.1%;
- Henderson Valley Road 11.4%;
- Bruce McLaren Memorial Park 10.6%;
- Sunnyvale (near new train station) 8.9%;

14. These results reflect the fact that members of the public generally respond to such questions by identifying what is most familiar. Parrs Park and the Sunnyvale location (near the new train station) are actually out of the MPHS area and would not normally be considered by Council as a location for a local community facility for MPHS residents. In addition, the Corban Reserve respondents are probably assuming that the building would be on the Henderson Valley Road side. However, building on this side of the reserve is impossible due to the hazardous waste status of the property and therefore the building could only be on the southern corner of the reserve which is visible from a main road and has limited access through Hindemarsch Green and a long drive off of Corban Avenue.

Independent Assessment

15. Council's Parks Planning unit identified a potential 19 sites in the MPHS area for the location of a new community facility; which include those sites identified by the community, schools and privately owned land, in addition to, Council owned property. Because no potential site is ideal and the fact that each has considerable limitations for use as a location for a community facility, it was decided that an independent robust assessment process take place to review all location options in order to determine the best possible site for this new facility.
16. Independent consultant Lois Easton Associates was contracted by Council in early March 2008 to undertake a site options analysis on each of the potential 19 locations for the new facility. The purpose of the Site Options Analysis sub-project has been to assess each location option against defined criteria, and recommend a preferred site for the location of the new facility.
17. In collaboration with the MPHS Community Facility Steering Group (which include members from the MPHS Community Initiative group) and in consideration of the feedback on potential building locations from the community consultation process, a set of criteria was developed in which the site options analysis would be based on.

A9-A70

18. The results of the Site Options Analysis project are presented in a report submitted to Council by the consultant titled McLaren Park-Henderson South Community Facility Site Options report attached at pages A9 to A70. The following section summarises the process and outcomes from the report.

Assessment of Options

19. Nineteen potential sites were identified for the location of the new community facility in the MPHS area. Each of these sites was assessed against 19 criteria and given a rating between - 1 to 3 for each criteria. These ratings were then accumulated to result in a total score for that particular site.

20. The top highest scoring sites (with scores over 28 points) were classified as short-listed, and then a more detailed analysis took place regarding its use as a location for the MPHS community facility which included a Quadruple Bottom Line (QBL) analysis.
21. Five (out of the total of 19) were identified and short-listed to be a possible location for the MPHS community facility and requiring further analysis. The short-listed sites (in alphabetical order) are:
- Bruce McLaren Intermediate School - Bruce McLaren Road;
 - Bruce McLaren Memorial Park - Farwood Drive;
 - Corban Green - 27 Corban Avenue;
 - Corban Reserve - Henderson Valley Road;
 - Henderson Valley Park - Henderson Valley Road.

A9-A70

22. An in-depth analysis and QBL assessment took place on the five short-listed sites provided in detail in the attached report attached at pages A9 to A70. However, for this agenda report, key information has been summarised and presented in the following table using a QBL format.

1. Bruce McLaren Memorial Park				
	Social	Economic	Environment	Cultural
Disadvantages	<ul style="list-style-type: none"> • Proximity to residential neighbours has high potential noise disturbance • Loss of green space will have impact on current community use 	<ul style="list-style-type: none"> • Likely to result in stormwater treatment for whole impermeable area as part of consenting process 	<ul style="list-style-type: none"> • Increased impervious area on park • Distance from public transport means moderate traffic generation and assoc. air & water quality impacts • Some tree removal required 	Nil
Advantages	<ul style="list-style-type: none"> • Opportunity to integrate with Playcentre and enhance overall use of the site 	<ul style="list-style-type: none"> • Integration with existing Playgroup may allow for rationalised facilities (eg car parking, toilets, kitchen) 	Nil	Nil
2. Bruce McLaren Intermediate School				
	Social	Economic	Environment	Cultural
Disadvantages	<ul style="list-style-type: none"> • Association with school may reduce appeal for use by some sectors of the community. • Community perceptions of capture and ownership of facility by school. • Lack of green space for community events / community garden may compromise function of facility and community ownership 	<ul style="list-style-type: none"> • Based on available space would require building to be two levels – with associated construction cost increases • Likely to result in stormwater treatment for whole impermeable area as part of consenting process 	<ul style="list-style-type: none"> • Lack of green space in conjunction with actual facility for indoor-outdoor flow aspects desired by community 	Nil

	<ul style="list-style-type: none"> Location more strongly associated with McLaren Park rather than Henderson South Community – may not be seen as a facility to serve whole community 			
Advantages	<ul style="list-style-type: none"> No nearby residential neighbours to be disturbed by noise 	<ul style="list-style-type: none"> May have maintenance and running cost synergies with school facilities 	<ul style="list-style-type: none"> Building on existing impervious area Minimal vegetation disturbance required 	Nil
3. Corban Green				
	Social	Economic	Environment	Cultural
Disadvantages	Nil	<ul style="list-style-type: none"> Will require swale to be piped and moderate earthworks due to topography 	<ul style="list-style-type: none"> Distance from public transport means moderate traffic generation and assoc. air & water quality impacts though some public transport access possible 	Nil
Advantages	<ul style="list-style-type: none"> Relatively central location in relation to both McLaren Park and Henderson South communities No nearby residential neighbours to be disturbed by noise 	<ul style="list-style-type: none"> Ability to locate some car parking on existing impermeable surfaces will mitigate against some water quality impacts Some potential to integrate with school use due to close proximity Proximity to major arterial road and church may enable reduced car parking requirement 	<ul style="list-style-type: none"> Minimal vegetation disturbances required Distance from public transport means moderate traffic generation and assoc. air & water quality impacts Minimal traffic impacts due to location in industrial area with wide street network 	<ul style="list-style-type: none"> No known impact of cultural significant features
4. Corban Reserve				
	Social	Economic	Environment	Cultural
Disadvantages	<ul style="list-style-type: none"> Some traffic impacts on Hindmarsh Street Facility location on reserve lacks road frontage and visibility by community which would compromise the impromptu-to-meeting place aspects of a community facility as planned Proximity to residential neighbours means there may be noise disturbances 	<ul style="list-style-type: none"> Need to build carefully due to landfill may add costs to the project Ongoing landfill gas monitoring in building may be required 	<ul style="list-style-type: none"> Potential hazardous waste effects as building location is adjacent to old landfill site Building already exists on current area available for the new facility Presence of landfill gas may limit some activities 	Nil

4. Corban Reserve				
	Social	Economic	Environment	Cultural
Advantages	<ul style="list-style-type: none"> Location on wider large park provides further recreational opportunity 	<ul style="list-style-type: none"> May be some opportunity to rationalise facilities with Kiwi Trikers Club (eg car parking, access) 	<ul style="list-style-type: none"> Potential for facility to widen and enhance use of Corban Reserve 	<ul style="list-style-type: none"> Corban Reserve has particular significance to the Pacifica community as a location for kilikiki. Presence of a community facility may complement that value
5. Henderson Valley Park				
	Social	Economic	Environment	Cultural
Disadvantages	<ul style="list-style-type: none"> Use of park area and green space currently being utilised by the community due to the narrowness of the section Location more strongly associated with Henderson South rather than the McLaren Park community so may not be seen as a facility to serve the whole community 	<ul style="list-style-type: none"> Frontage of reserve is ex cleanfill and may need consolidation and foundation design 	<ul style="list-style-type: none"> Some tree removal required Would result in loss of some green space / passive area frontage of reserve for the area 	Nil
Advantages	<ul style="list-style-type: none"> Potential to be the hub of the Henderson South Valley Road area residents 	<ul style="list-style-type: none"> May be some economic advantage to rationalise facilities with the Henderson Valley Pony Club 	<ul style="list-style-type: none"> Co- location with the Pony Club could enhance and increase the use of the park Large pasture land in the back of the section currently leased to the pony club gives a green and spacious feel to the site 	<ul style="list-style-type: none"> The Opanuku Stream has significant value to Iwi and there may be an opportunity to link to and interpret those values with this site location

Consideration of Community Views

23. It is imperative that the community is satisfied with the decision on the location of the new facility in order for the facility to be successful in meeting the needs of the local area residents.
24. The process of making a decision on the location of the new facility started with the community through the public consultation feasibility study. The data from this study was used as a base in which to build the more technically robust site options analysis process. A community facility steering group developed out of this study and will continue throughout the duration of this project.

25. Feedback from community members on the community facility steering group on an early version of the draft McLaren Park-Henderson South Community Facility Site Options report identified that the criteria used in the early stages for assessing sites was “too technical” and didn’t fairly represent community / social aspects.
26. As a result, Council officers held an internal meeting with members from Council’s EcoWater and Strategy units and a representative from a local community organisation in order to brainstorm and identify ways to address the misrepresentation problem. A result from this meeting is that additional criteria were identified and incorporated into the analysis which better recognises a site’s relation to social and community aspects.
27. An analysis of all the 19 sites with the new criteria was run and the results presented to the community facility steering group for approval. In order to ensure that the new criteria meets the needs of the community at large, it was decided that the steering group would present the new analysis to the committee of the MPHS Community Initiative Inc. group who best represent the wider community.
28. On 11 April 2008, the community facility steering group presented the draft report of the site options analysis and associated findings to approximately 20 members of the MPHS Community Initiative Inc. group. Attendees at this meeting fully endorsed the criteria used in the site options analysis, as well as, the primary outcome / finding from the analysis project regarding Corban Green being the best possible location for the new community facility in the MPHS area.

Preferred Option

29. From the robust site option analysis process undertaken by an independent consultant who used both technical and social criteria in assessing the viability of each of the 19 potential sites, Corban Green on Corban Avenue has been identified as the best possible location for the new community facility in the MPHS area.
30. Corban Green rated second equal (along with Corban Reserve on Henderson Valley Road) by the community in the public consultation process. However, the consultation process / feasibility study primarily focussed on design aspects and characteristics of the new building and was undertaken before the site options analysis project initiated. Parrs Park which was the most popular site identified in the public consultation process, rated low in the site options analysis primarily due to the fact that Parrs Park is out of the MPHS area.
31. Subsequent to the site options analysis, the community, through the representatives of the MPHS Community Initiative Inc. group, have endorsed the decision making process as well as the resulting outcome of Corban Green (27 Corban Avenue) being the best possible location for the building of a new community facility for the MPHS area.
32. Council’s objective is to work directly and in collaboration with the community in building a new community facility and that the process contributes towards developing a stronger, more cohesive community in the MPHS area. The approach taken to date (in working with the community) has helped reduce the risks to Council and contributes towards this facility successfully addressing the needs of the local MPHS community.

STRATEGIC CONTEXT

33. The Local Government Act 2002 defines one of Council’s responsibilities as to promote the social, economic, environmental and cultural wellbeing of communities, in the present and for the future.

34. Through the adoption of Strong Communities, Council outlines its commitment to undertake initiatives that will contribute to making Waitakere City a safe, healthy place to live and to improving local leisure and recreation opportunities and choices. It also states that 'people are active, healthy and content. They feel safe and there is strong sense of community'. Direct financial assistance to organisations and facilities providing active/passive leisure which allows people to be more active and involved within the community, assists Council's commitment to these strategic goals and policies.

CONSULTATION

35. Consultation has been a core component of the site options analysis project as well as the overall project regarding the development of a new community facility for the MPHS area.
36. As identified above, consultation with the community has occurred at many different levels with demographic representation from all sectors of the community including Maori and Pacific Island people.
37. Consultation with staff across Council includes Council officers from the following units; Leisure Services, Parks Planning, Strategy, Strategic Project and Project Services.

RESOURCES

38. Under the LTCCP a total of \$1,014,000 from 2007-2011 has been allocated for a purpose built community facility for the MPHS area. This project funding has been broken down into three funding phases:
- **Phase 1:** \$21,000 for a feasibility study to be conducted in the 2007/2008 financial year;
 - **Phase 2:** \$217,000 to cover the design and development costs;
 - **Phase 3:** \$776,000 for the building of the new purpose built facility.
39. Phase 2 of this new community facility project (i.e., preliminary concept design) will test whether the budget available for this project is adequate or not. If not, a prioritisation process of what could be included in the facility will take place and will consider other facilities and services within, or in close proximity, to the MPHS area as well as a review of other funding options for consideration.
40. Operational costs for the new facility will also be explored once the concept design phase (i.e. Phase 2 of this project) has determined the specifications of the building.

IMPLEMENTATION ISSUES

41. With the decision made about the location in the MPHS area to build a new community facility, Council's Project Services team will undertake a request for proposal process for the concept design of the new building. The community facility steering group is currently preparing a design brief for the request for proposal process and will then be able to finalise the brief once the decision about the location of the new facility is approved by Council.

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