

Mandy McMullin

From: Bert Sharp [bert@serviettes.co.nz]
Sent: Thursday, 20 April 2006 12:45 p.m.
To: Mandy McMullin
Subject: Te Pai Reserve

Hi Mandy

As discussed by phone, I live at 14H Clemway place, this adjoines 12 Clemway Place, the council owned parking area and Te Pai net ball courts. Shortly after the opening of the Trust Stadium the steel pins between 12 Clemway Place and Te Pai net ball courts to stop through traffic were removed and replaced with rubber speed bumps. This now being used as a bypass between Central Park Drive (via Clemway Place) and Te Pai Place.

TRAFFIC

The traffic build up has been quite substantial to include courier vans and trucks, container swing lift trucks (loaded), heavy low loader transporter (complete with heavy earth moving machinery), articulated curtain side trucks, high speed boy racers, and ordinary Mums and Dads taking a short cut.

The vehicles entering Clemway Place from the short cut only have limited vision, I would suggest a STOP sign be erected, if through traffic is to continue, as the speed boy racers enter Clemway Place, this is an accident waiting to happen.

How to control this through traffic flow of vehicles up to 44 tonnes weight I would suggest a barrier gate that could be openend when required for Stadium over flow parking.

LIGHTING

The garden lights from 12 Clemway Place parking area were stolen over Auckland Anniversary, Reported Job No388176, later became Job No 388831, and no replacement lights fitted as yet, this area is now a park up area for booze drinking, dope smoking, rubbish dumping, graffetti and etc.

This was a pleasant area to walk through, now one would not know what sort of undesirable person or persons are in this area at night.

The general Te Pai netball parking area and 12 Clemway place are popular areas for boy racers to do wheelies and burn outs, the tyre marks show there own testament.

This was a pleasant safe and relaxed area to walk through both day and night but at present its not!

NET BALL COURTS

My other concern is, the main gate into the net ball courts is left open, for example the night of 13th April and again 19th April. This is a regular occurrence, I have noted this to the attention of the Net Ball Assn. Their response was "it's not locked to allow the rubbish collection contractor to empty the bins". Only a matter of time before the boy racers enter these courts and damage the special surface and render the courts unusable,Who pays then??

Hope this helps you get little bit of insite Mandy Best Regards

Bert Sharp
Ph: 09 836 2818

AI

24 FEB 2006

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Te Pai Park Reserve Management Plan

Note: Submissions close on Friday 21st April 2006

(Please state full name and postal address)

Name... *Monique Mataga (Euro Tattoo)*.....

Address... *178 Lincoln Rd*.....
Henderson.....

Comments... *As President of Waitakere City Rotary Club*.....

I must say, I am devastated about the graffiti, not only across the road of my business, but all over in the area......

Can you please do something about it......

I am wondering how long your new buildings in Henderson when compleated are going to.....

stay clean of graffiti if you don't crack down on the situation......

If you have used extra sheets for this submission, or if you have prepared a separate submission, please attach them to this form and tick the box. Send to

Reserve Management Planner,
Parks Planning
Waitakere City Council
131 Lincoln Road
Waitakere City



Signature of person making submission or person authorised to sign on their behalf:

M. Mataga.....Date... *17.2.06*.....

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Chief Executive	
Corporate Services	
City Services Moselle	✓
Consultancy Services	

Te Pai Park Reserve Management Plan

Note: Submissions close on Friday 21st April 2006

(Please state full name and postal address)

Name.....J.W. & J.L. NEWICK.....

Address...176 LINCOLN RD...HENDERSON.....

We own a building and three companies situated in Lincoln Rd opposite Te Pai Park. The companies supply business uniforms to very large companies in the Auckland region and throughout NZ. We advertise as "Regional and National Imaging Specialists". We are therefore most unhappy that the extended skate park directly across the road has been disfigured with ugly graffiti since the day it was opened. After some negotiations, three spindly Pohutukawa trees were planted to screen the graffiti. It will be at least 25 years before these trees start to serve their intended purpose, assuming they are not destroyed before then. In the meantime our customers from other cities see this ugly mess, which reinforces their opinion of Westies, and has a negative effect on our business. After a \$3100 per year rate increase this year (+273%) we are totally unimpressed with Council's lack of concern for commercial ratepayers. Council wants residents of Waitakere to find work with local companies. For this to become a reality, Council must walk their talk and show practical support for local businesses. So far we have been treated like a cash cow, with far more concern for the safety of graffiti vandals than business profitability. Business owners can relocate their businesses out of Waitakere City and add to existing traffic problems, but we would prefer to work co-operatively. In our case we want urgent action on screening the graffiti.

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Parks Planning
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Waitakere City

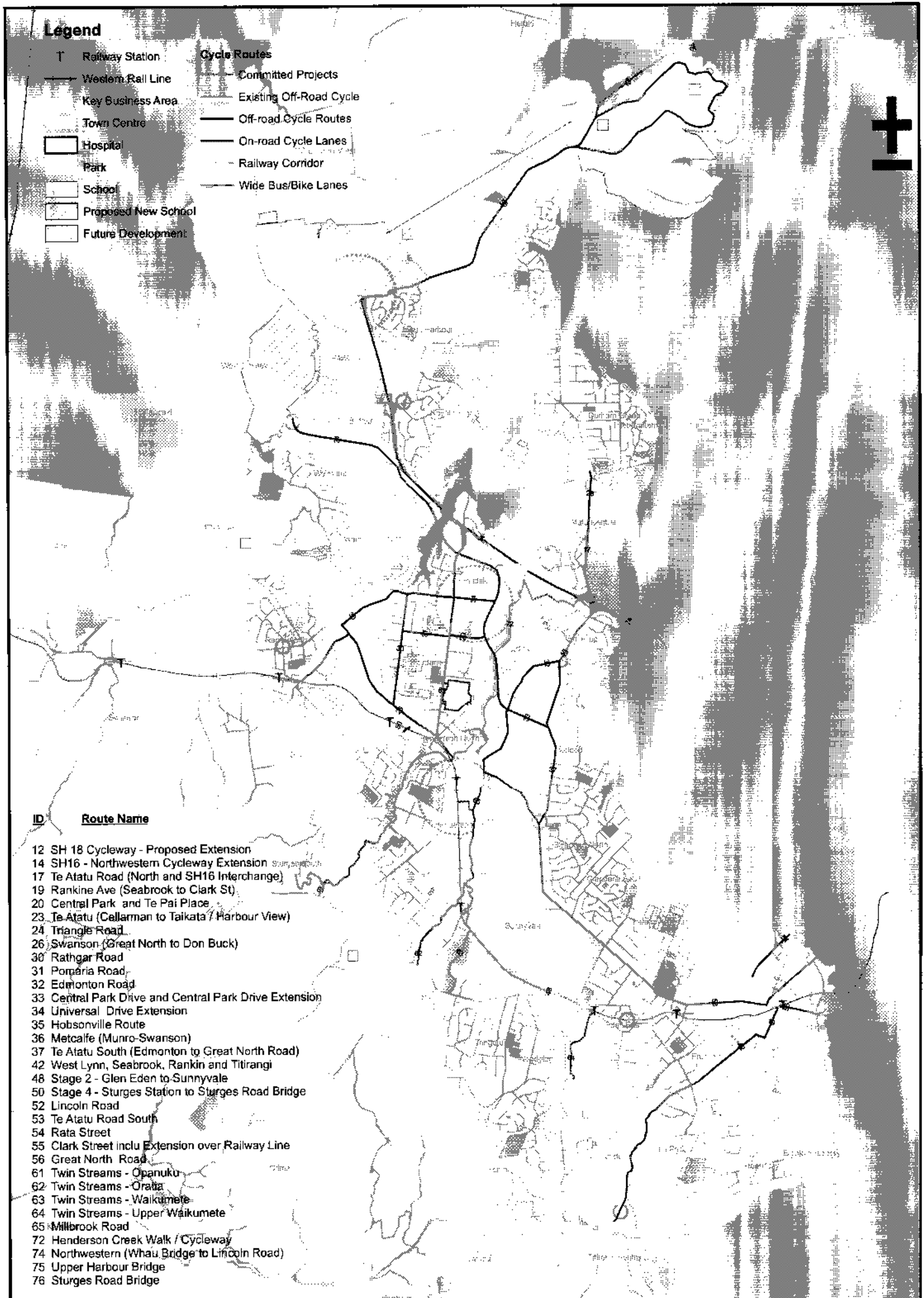


Signature of person making submission or person authorised to sign on their behalf:

.....J.W. Newick.....Date...15.2.06.....

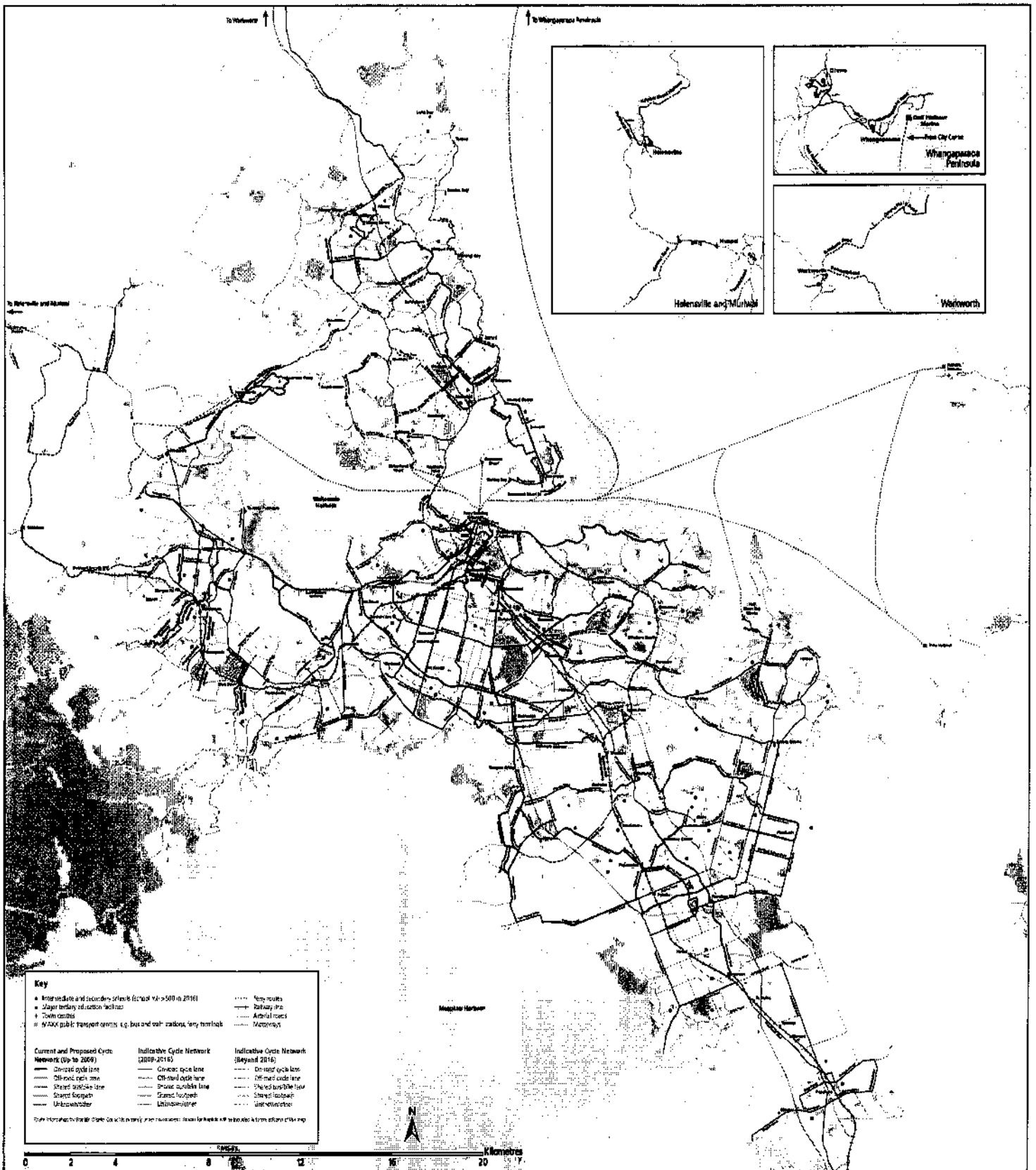
A3

Proposed Cycleways For Waitakere City (2006 - 2016)



A4

Auckland's Regional Cycle Network



Auckland's Regional Cycle Network

This map shows existing and proposed cycle routes across the Auckland region. It also shows priority locations for joining to these routes to improve connectivity across the region. These include:

- > All town centres and growth areas (as listed in Schedule 1 of the Regional Policy Statement)
- > All passenger transport stations on the Rapid Transit Network, major interchanges and all ferry terminals
- > Secondary and intermediate schools (with a roll over 500 in 2016)
- > All major tertiary institutions

Combined, these make up the Regional Cycle Network.

Auckland Regional Transport Authority (ARTA) will prioritise proposals to build parts of the Regional Cycle Network in the Auckland Land Transport Programme.

The Regional Cycle Network was developed by ARTA in conjunction with local councils. Each council is working with ARTA to deliver improved cycling infrastructure across the region. This will ensure the cycling target in the Regional Land Transport Strategy is reached – to build at least half the Regional Cycle Network by 2016. The overall goal is to increase cycle to road around the region by 100% or more by 2016.

As well as showing the routes that make up this first half of the network, this map also includes routes that will provide better connectivity when the entire network is completed, but are not currently planned to be implemented before 2016.

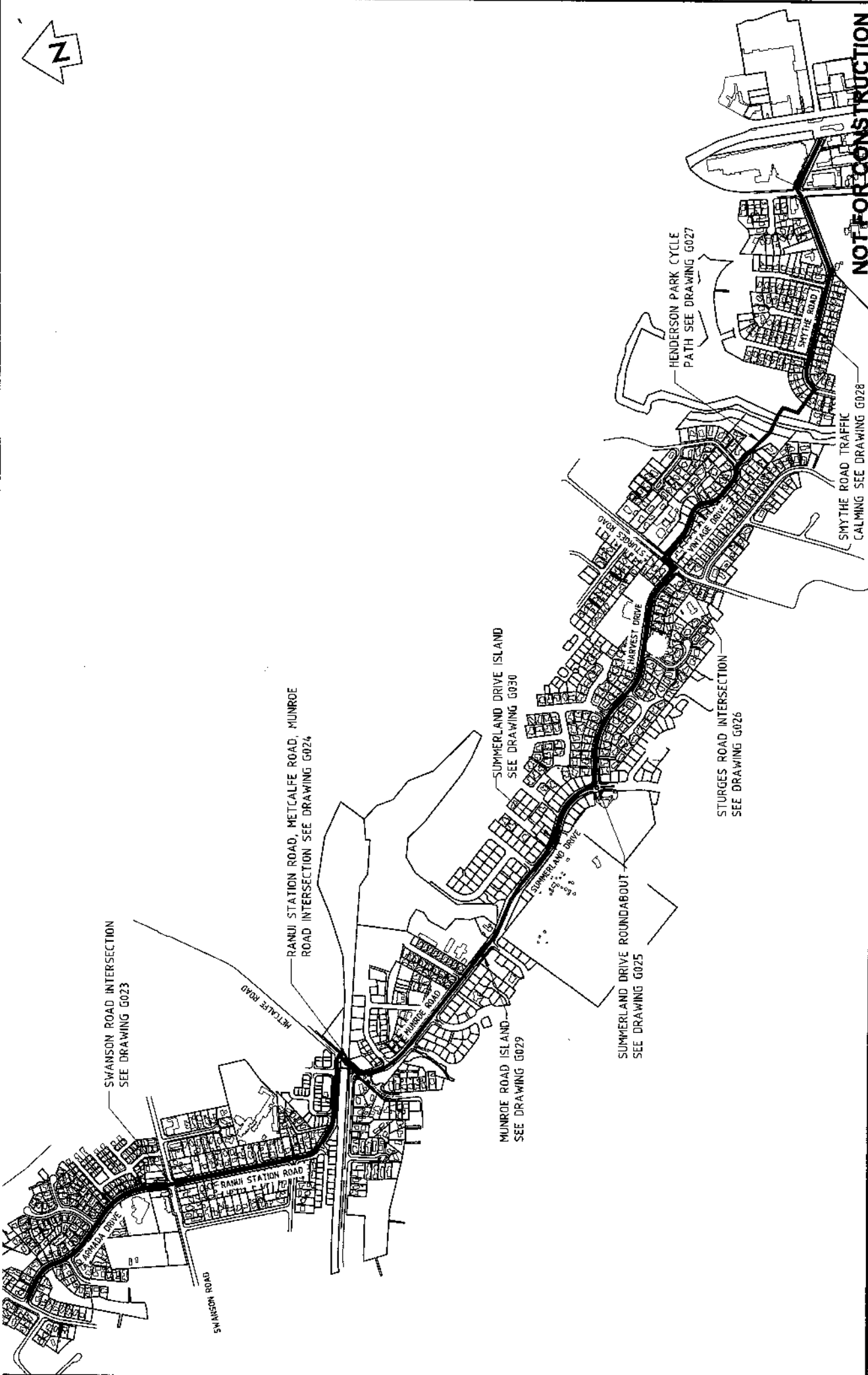
The Regional Cycle Network as shown here covers more than 900 kilometres, of which more than 100 kilometres already exists. Potential routes that would connect key destinations to the network would cover many more kilometres if implemented.

Building the Regional Cycle Network

The Regional Cycle Network will be designed and partially-funded by local councils. Other funding will come from Land Transport New Zealand, through the yearly Auckland Land Transport Programme which ARTA manages. For further information, please see the Sustainable Transport Plan online at www.waka.govt.nz



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NOT FOR CONSTRUCTION

Sheet No.	G040	Rev.	A
Drawing No.	Z14.81900		

WAITAKERE CITY COUNCIL
 ARMADA DRIVE CYCLEWAY PROJECT
 CONSULTATION
 CYCLE ROUTE REFERENCE PLAN



REV	REVISIONS	APP	DATE	APPROVED

DESIGNED	NAME	DATE
	GH	02/07
	GH	02/07

DESIGNED	NAME	DATE
	GH	02/07
	GH	02/07