

**AGENDA FOR AN EXTRAORDINARY MEETING OF THE CITY DEVELOPMENT COMMITTEE
TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON FRIDAY, 18 MAY 2007 COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 HENDERSON CITY CENTRE TRANSPORT DEVELOPMENT PRINCIPLES

PURPOSE OF THE REPORT

The purpose of this report is to respond to the City Development Committee's request on Thursday, 5 April 2007 to prepare town centre principles and review proposed transport capital works projects in Henderson, New Lynn, Te Atatu Road and Lincoln Road. The subject of this particular report is the principles and projects associated with the future development of the Henderson City Centre. Other town centres and locations will be the subject of separate reports currently under preparation.

BACKGROUND

At its meeting of Thursday, 5 April 2007, the City Development Committee chose not to receive two agenda reports regarding transport projects at Henderson and Te Atatu Road. The Committee resolved:

- "1. Records its concern that the town centre redevelopment and road improvement proposals for New Lynn, Henderson and Te Atatu road corridor may not deliver on Council approved eco-city principles for creating sustainable liveable, pedestrian friendly town centres and corridor that promote social, economic and environmental wellbeing.*
- 2. Notes that the Council has previously adopted design principles for New Lynn.*
- 3. Requests the Director: Strategy and Director: City Services to report further on how the proposals for New Lynn deliver on design principles adopted for New Lynn and to develop for Council approved eco-city principles for Henderson Town Centre and the Te Atatu and Lincoln corridors.*
- 4. Convene a workshop on the town centre redevelopment and road improvement proposals for New Lynn, Henderson and Te Atatu road corridor and an evaluation of the proposals in terms of the design principles adopted for New Lynn."*

604/2007

A1

Given that the roading projects for Henderson have progressed to detailed design phase it is recommended that the principles and project assessment on each town centre and corridor be separated for the Committee's consideration. The subject of this report is the principles and roading projects associated with Henderson City Centre. A timetable for the consideration of principles in other centres and corridors is attached at page A1.

Following this resolution officers have worked to develop a set of principles that are based on the Strategic Context as set out below. The principles for Henderson take a similar format to those prepared previously for New Lynn town centre.

The following projects are referred to in this report as “the proposed roading projects” and include:

- Great North Road Streetscape Upgrade and Roadwork Improvement project;
- Alderman Drive (Edmonton Road - Sel Peacock Drive), Intersections upgrade; and
- New bridge connection to Trading Place.

STRATEGIC CONTEXT

A number of local and regional strategic documents guide the implementation of the Henderson City Centre. These include:

- Auckland Regional Growth Strategy; and
- Auckland Regional Land Transport Strategy.
- Community Outcomes and Long Term Council Community Plan 2006 - 2016

The proposed principles for the Henderson City Centre transport development will achieve outcomes across several Strategic Platforms. They include:

- Integrated Transport and Communication;
- Strong Communities; and
- Urban and Rural Villages.

There are also several key Waitakere Strategies that guide the development of the principles. These include:

- Draft Growth Management Strategy August 2006; and
- Waitakere City Transport Strategy.

A2-A3

A summary of these documents is included at pages A2 to A3.

ISSUES

Draft Principles

While it has been identified that land use and transport integration is a high priority for Waitakere, this strategic goal has a slightly different interpretation at each unique location. It was identified as a key action in the Growth Management Strategy that each town centre should have a set of guiding principles to direct how the overarching eco-city vision is to be achieved in that location. A set of principles has been developed to guide transport development in Henderson City Centre. The principles address the following issues:

- Access;
- Mobility;
- Safety;
- Pedestrian amenity;
- Support for public transport;
- Land use integration; and
- Car parking.

Each town centre or corridor has a unique set of attributes that will result in a different way of interpreting and implementing the principles. The principles are about physical outcomes as well as how the provision of a service will affect town centre functioning and achievement of overall strategic objectives. A brief discussion of what the principles mean for Henderson City Centre is set out below. The principles for Henderson reflect its role in the region and within Waitakere. Henderson has a sub-regional role and a role as Waitakere City's Central Business District. Relevant overarching principles are as follows:

- Henderson should support intensive services / retail, employment and residential activities;
- Henderson should provide for quality high density, mixed-use land development;
- Henderson should optimise the role of passenger transport, cycling and walking, and provide adequately for commercial and private vehicles so that land use goals are supported, recognising the transit oriented development rail and bus investments;
- Henderson needs to develop and maintain a high level of amenity in its natural environment, built environment, and streetscapes;
- Establishing new road and / or pedestrian links is promoted where these support intensification and help spread the traffic load and / or facilitate walking and cycling;
- Good road, walk and cycle connections and bypass roads are supported to achieve the town centre functions;
- A transport interchange should provide easy integration of train, bus, walking, cycle, car drop off and taxis; and appropriate safe access to the interchange should be provided by each mode;
- The town centre should be easy to navigate through an attractive way-finding signage system.

Within this context the Main Street and Alderman / Edmonton projects have their own sub-principles as they have different land use and transport functions.

Main Street

The main street is the core area for community building, and generates a special type of economic and community activity. Relevant principles are:

- Transport should support the land uses;
- The main streets need to be busy liveable places where activity on the side walks is encouraged, where negative traffic effects are avoided and where there are frequent, safe places to cross the streets;
- On street parking is important to support main street retail and should be kept where width and provision for all modes allow. Off street parking should be to the back of buildings. Centrally located parking should be short stay, with longer stay parking on the periphery or in designated parking buildings;
- The movement of pedestrians and cyclists through the street is important, but the speed of movement of buses and private vehicles through the street is less important.

Alderman/Edmonton

The role of Alderman/Edmonton/Trading needs to be considered in a wider context. Henderson is well linked to the rail corridor but less well linked to the regional roading network. Henderson needs good road connections and a bypass to the south. It also needs to maintain its amenity and the safe and pleasant function of walking and cycling – especially the route from the transport interchange to West Wave. In setting principles for this road development proposal it is important to balance the provision of adequate road capacity with appropriate provision for cycling and walking and maintenance of amenity and land uses. Relevant principles are:

- This section of road is an important part of the town centre by-pass and helps the centre to function;
- Road investment decisions should be made with reference to future development of the route from SH16 / Lincoln Road interchange, Lincoln - Sel Peacock - Alderman - Edmonton - Te Atatu - SH16/Te Atatu interchange; plus access requirements to Henderson Valley and to Central Park Drive;
- Road investment should recognise that this area of road has an important walking, cycling and amenity role, including the route between the rail / bus interchange to Falls hotel and leisure complex. Council has identified on and off road walk and cycle routes that link to the wider community and region affected by this area of road and designs should support this function;
- Road investment should recognise that this area of road needs to adequately facilitate vehicle access from the region to Henderson centre and to the employment land nearby;
- Road investment should recognise that this area of road forms part of an important bus route to and from Henderson;
- The Trading Place – Edmonton bridge link contributes to revitalising that area, helps spread the traffic, provides a direct link to the car park building thereby removing vehicles from the pedestrian focussed Great North Road, and facilitates walking and cycling;
- Road widths, including intersections, should be as narrow as practical to balance the requirements of pedestrians, cyclists and vehicles;
- All of the roads leading into Henderson should provide safe cycle and walk environments and convenient crossing points.

A4-A9

The proposed roading projects have been assessed against these principles. A copy of this assessment is attached at pages A4 to A9.

RESOURCES

Budget for the proposed roading projects are in the 2006/2007 and 2007/2008 financial years work programmes. A cross council team including the following officers Tony Miguel, Hussam Abdul-Rassol, Ross Hill, Aaron Wood, Ara Ovanessoff, Lesley Jenkins, Kevin Wright, Jeff Murray and Yvonne Rust developed the principles.

CONCLUSION

A set of principles has been developed to provide guidance to the future development of Henderson town centre and associated roading projects. This set of principles reflects the unique transport issues that need to be addressed in the Henderson City Centre. These principles have been used to assess the proposed roading projects. These principles will also be used as a guiding tool to the private sector in planning the future development of the town centre. It is recommended that the Committee adopt these principles to guide the future development of the Henderson City Centre. The Committee has the opportunity to review the proposed roading projects against the principles and suggest any changes. The roading projects should proceed subject to any changes being identified by the Committee.

RECOMMENDATIONS

1. That the Henderson City Centre Transport Development Principles report be received.
2. That the City Development Committee adjourn into a workshop to discuss the Henderson City Centre Transport Development.

2. That the Henderson City Centre Transport Development principles as set out in this report be adopted as the foundation for guiding the future development of the transport system and land use development for the Henderson City Centre Principles.
3. That the Henderson City Centre Transport Development principles be used as an assessment tool for projects being developed in the City Centre and in discussions with other government agencies as a reflection of the Council's eco-city vision.
4. That the proposed roading projects detailed design be approved subject to any changes proposed by the City Development Committee.
5. That once approved the proposed roading projects proceed to the tender process for the physical works contract.

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