

**AGENDA FOR AN ORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 9 MAY 2002,
COMMENCING AT 6.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 4 April 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 4 April 2002, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



4 PRESENTATION - NEW ZEALAND POLICE

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.



5 PUBLIC FORUM

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) Members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time.
- (iii) Questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive.



6 CHAIRPERSON'S REPORT

I am writing this on the first morning of May, and it's a beautiful crisp clear morning too.

It's hard to believe it's May already; the year seems to be flying past. May is a very important month for the Waitakere City Council. This month we undertake the community consultation that is an essential part of our Annual Plan.

Both myself and the Deputy Chairperson, Wayne Davis have had some very useful training from Kim Morrisey about how to "man the boards" and are looking forward to doing so, and hopefully getting some input from the community at various places around Henderson this month.

I'd particularly like to thank Kim for her assistance and for providing such great training and for the little extras such as face painting and chocolates for those who fill out the forms (and Wayne for the balloons) Kim has made it a lot of fun to do.

We now have the display set up at the Pasifika Festival down at the Corban Estate, and Wayne and I will be down there on Saturday.

I welcome any assistance in manning the display board at that or any other venues around Henderson ward during May, from other Community Board members, as the more we meet with the community, the better the flow of communication, and that's what it is all about.

Last night I attended the combined Community Boards/Residents and Ratepayers meeting, where Council staff presented the Annual Plan. I felt it was very well received, due in no small part to the excellent presentations by Andrew Pollock and Theresa Stratton.

They spoke with clarity about the need for fiscal responsibility and yet still presented a vision for the future that was exciting.

The questions that followed were useful and were answered competently by all staff. The flow on of that information to the community will play an integral part in the submission process.

I attended the Dawn service at Waikumete Cemetery on Anzac day, as I usually do, and as I watched the faces in the assembled servicemen, I thought of my father, long since dead, and of all the many men and women who have gone that used to march in their thousands when I was a child.

It was pleasing to see the younger faces making the effort to be there; both at the Dawn ceremony, and later at the Henderson R.S.A. at 10.30.a.m. where a young lady read out an essay she had written, which was very moving.

Planting Trees for Babies in Te Atatu South Park last Saturday was great fun. I took my daughter Sarah with me, and we retook the opportunity to plant a tree for my latest great-nephew, who is two weeks old, and lives in Te Atatu Peninsula. We planted a Kauri tree, and will take him to see it when he is older.

At a recent workshop held by the Henderson Community Board, we discussed many ideas for the Annual Plan that we now need to work on and firm up into a submission. I would ask all members to look to their diaries and set a date for that to happen in the next week or so.

There were some excellent suggestions made but there is more work to be done. I'd like to thank Bill for the photos he has circulated regarding the work being undertaken under the bridge in Central Park Drive. There's been a suggestion that the opening of the bridge underpass be marked with a small ceremony and I would welcome that.

As in other months Community Board members have been very active out in the community and I feel there is a recognition from the community that queries are followed up on and things do happen.

In regard to issues raised about Catherine Place Mall, at previous Community Board meetings, I can report that there have been several meetings between Councillors, Police, Community Board members, Waitakere Safer Community Council members/staff, and West City management.

As a result of all that activity there have been some changes initiated. There has been some tidying up done, some maintenance done by Council staff (some of which has been queried and will be tidied up) and Police have had discussions with WSCCT about ways in which the community and Police could work through some of the issues that have come up.

Inspector Mark O'Connor, the Henderson Area Controller has put together a Community Policing team, and is piloting that approach with the expectation that there should be good results from having a highly mobile focused team available to go to trouble spots.

He has asked that we give them the opportunity to see how that progresses. Police certainly are aware of the areas of concern in Waitakere City, and are trying to utilise the resources they have in the smartest way possible to focus on those areas quickly.

I have walked through Catherine Place Mall several times in the last month and have not felt that the area was threatening or out of control. I must say it has been looking a bit shabby, but it does get a lot of use, and many of the people who hang around outside are smokers.

The intention of a maintenance upgrade is to improve the general appearance of the area, and perhaps there could be some further planting to enhance the area. West City management have indicated a real willingness to work with us on all aspects of security and environment, and I am sure there will be further improvements.

I look forward with anticipation to the next stage of the Annual Plan and I am sure that Waitakere City residents will make their feelings known on a variety of submissions- that's what democracy is about and this city has never had a difficulty in engaging in the democratic process.

RECOMMENDATION




That the Chairperson's Report be received.




Helen Jones

CHAIRPERSON












7 COMMITTEE SECRETARY'S REPORT



Issue	Comments	Reporting Council Officer
37 Takapu Street	The Parks and Quality Assurance and Liaison Officer has been given the approval from Mrs Alderman to have wood contractors remove trees along the eastern boundary. The wood contractors will carry out this work as soon as possible.	Jack Burton  836 8000 ext: 8551
Sturges Road Bus-stop Relocation Update	The bus-stop that was resolved to be shifted by the Henderson Community Board at its April meeting (which was also an issue of concern for the Waitakere Community Board) has now been relocated. The signs and road markings have been changed and the bus company has been advised. The existing seat and litter-bin will be relocated to match the new location within the next two weeks.	Adam Moller  836 8000 ext: 8750
Footpath along School Road to Edmonton Road	Mrs Marylyn Hurley addressed the Board at its April meeting regarding the poor condition of the footpath from School Road to Edmonton Road. The Manager Field Services has been in continuous contact with Mrs Hurley and a contractor is on site repairing the footpath.	Max Wilde  836 8000 ext: 8741

Issue	Comments	Reporting Council Officer
Henderson Citizens Advice Bureau	Gwen Hart addressed the Board at its meeting held 4 April 2002 regarding pot holes in the carpark and unhygienic rubbish outside the fire egress back door. The pot holes have now been filled and the unhygienic rubbish has been removed.	Bruce Aplin  836 8000 ext: 8976
Gloria Avenue	A chevron sign in front of 46 Gloria Avenue has been lowered and the kerb line along the bend has been painted white. The owner of 46 Gloria Avenue, Mr Douglas Henderson has advised that he is satisfied with what has been provided, and is not in favour of introducing "NO STOPPING" lines.	Upali Ileperuma  836 8000 ext: 8716
New Footpath Construction: Budget Allocation	The Finance and Operational Performance Committee at its meeting held on 11 April 2002 considered a report on New Footpath Construction: Budget Allocation, as attached at pages A1 to A4. The Committee resolved: <i>737/2002</i> <ol style="list-style-type: none">1. That the information be received.2. That the annual citywide budget for the construction of new footpaths is allocated to each Ward using the NFBA (New Footpath Budget Allocation) formula.3. That for each Ward the budget for the construction of new footpaths is allocated to sites by the Community Board based on the priority list and the annual report from the Service Manager: Transport Assets or his delegated staff.4. That this report and the Finance and Operational Performance Committee's resolutions thereon be reported to each Community Board for its information and action, by the Committee Secretary.	Reg Cuthers  836 8000 ext: 8740

A1-A4

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Rangeview Road: Road sealing; Street lighting.	7 June 2001	4 July 2002	Ross Hill  836 8000 ext: 8737
Viability of introducing cycle lanes on footpaths in Waitakere City	6 December 2001	6 June 2002	Ross Hill  836 8000 ext: 8737
Speed Control on Vodanovich and Flanshaw Roads	7 February 2002	6 June 2002	Ross Hill  836 8000 ext: 8737

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Speed Control along Swan Lane and Chilcott Road	7 February 2002	6 June 2002	Ross Hill  836 8000 ext: 8737
List of Programmed Equipment Upgrade	6 December 2001	6 June 2002	Grant Jennings  836 8000 ext: 8537
Miltonia Avenue: Speeding Cars: Parked Cars	7 February 2002	6 June 2002	Ross Hill  836 8000 ext: 8737
Henderson Kindergarten Parking	This came from the Ward Tour held 2 February 2002 and it was regarding apparent under-supply of off-street parking.	6 June 2002	Ross Hill  836 8000 ext: 8737
Te Atatu Road South from Motorway	This came from the Ward Tour held 2 February 2002 and it was regarding Power Under-Grounding.	6 June 2002	Ross Hill  836 8000 ext: 8737
Rangeview Road	This came from the Ward Tour held 2 February 2002 and it was regarding a short section at the end of cul de sac that is not sealed.	6 June 2002	Ross Hill  836 8000 ext: 8737
Great North Road Pedestrian Crossing	This came from the Ward Tour held 2 February 2002 and it was regarding no pedestrian crossing between Glendene roundabout and Norcross Road intersection. Difficult road alignment with poor visibility.	6 June 2002	Ross Hill  836 8000 ext: 8737
Pioneer Street All-day Parking	This came from the Ward Tour held 2 February 2002 and it was regarding an apparent shortage of long term parking in the vicinity.	6 June 2002	Ross Hill  836 8000 ext: 8737

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Alderman Pedestrian Crossing south of Sel Peacock Drive	This came from the Ward Tour held 2 February 2002 and it was regarding the crossing at Ratanui Street roundabout not being adequate.	6 June 2002	Ross Hill  836 8000 ext: 8737
Waitakere Hospital frontage bus stop on Lincoln Road	This came from the Ward Tour held 2 February 2002 and it was regarding the buses blocking full view of pedestrians crossing, and putting alighting passengers in danger as they move quickly onto the crossing.	6 June 2002	Ross Hill  836 8000 ext: 8737

RECOMMENDATION

That the information be received.

Report prepared by: Ngareta Delamere Committee Secretary.



8 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

WAYNE DAVIS

Welcome to another month of things that have been happening in the Henderson Ward for the month of April.

The meeting on 10 April 2002 with WaiCare was very interesting as you tend to take for granted what is living in our streams. We were shown a very well presented video from Tony Miguel's team and would encourage anyone to visit the WaiCare building and look at their facilities.

There are seven Councils in the greater Auckland Region supporting the WaiCare programme with over 50 groups already participating.

The urban streams are desperately in need of our care and protection.

Why ? you say. Because we need water to survive.

WaiCare supply groups with test kits, a manual, plus Co-ordinator support as well as an online database.

We were shown just what is crawling in our streams and it is really amazing.

I commend Tony and his team at WaiCare and feel everyone should get behind them.

I attended the Te Atatu R.S.A. as a representative along with a charming Councillor Annette Fenton. Unfortunately Councillor Ross Dallow was unable to attend as he was not well.

The parade was very well supported and I along with Councillor Fenton were very impressed by the large turnout of young children, not only in the parade but standing watching and supporting the R.S.A. members marching.

The Waitakere City Council wreath was placed by Councillor Fenton; and the local MPs Chris Carter and Laila Harre were there for the Government.

The Wing Commander gave a great speech along with the Armed Forces chaplain and the President of the Te Atatu R.S.A.

There was a very well presented guard of honour led by 2nd Lt. Tom Cross NZCF, which is part of the Waitakere City Cadet Unit.

I spoke to Lt Tom Cross afterwards as he used to be my neighbour, and said that it would be a great idea to use the cadets on future occasions as they were very professional and smartly dressed.

I wonder if this offer could be taken up by our Civic Duties department.

We then went to the Te Atatu R.S.A. where the Club looked after us very well. We would like a letter of appreciation sent to the R.S.A. thanking the womens section and all the members who did so much to make the day memorable.

Saturday the 27 April 2002 - Keep Waitakere Beautiful "Trees for Babies"

Well the weather looked as if it was going to be a real day spoiler but it held off long enough for some lovely native trees to be planted.

Councillor Brenda Brady was the speaker for Council which was well supported by Councillor Annette Fenton, Community Board member Helen Jones, Community Board member Bill Postlewaight, Community Board member Barry Shaw and Community Board member Kevin Healy (who brought his latest addition to the family and looked great) along with the expert help of Andrea Johnston-Taylor and Philip and his crew from Techscape.

The day started with the parents picking their trees and then Philip showing everyone how to put them in right and "don't forget to take the plastic off". He he.

There was plenty for everyone to do as the children had a bouncy castle, face painting (my boy Sean ended up looking like a tiger), Jiggles the clown with his fire eating, (that had the children going) and the Great Aunties band who kept everyone entertained.

So anyone who has not been to Trees for Babies before, I certainly recommend you go and dig a hole and plant a tree for our future.

Just on a more serious note I found that the lights beside the Aquatic Centre or the old Corban Big Top, to be very dangerous and would like someone in our traffic department to take a look as now we are coming to winter it is very dark.

A lady the other night was very lucky not to be hit by a car that was two cars in front of me.

The lighting is shocking and needs to have those orange bowls flashing at night to show motorists there is a pedestrian crossing ahead.

I would like a report to come from the Chief Executive, as I would not like a bad accident to happen first before we do something about it.

CR BRENDA BRADY

Henderson

In recent months we have been listening to information from shop owners, shoppers and residents. They are telling us that Henderson is getting scruffy.

Often people's perception of safety is closely related to the appearance of an area rather than anything that is going on.

There are other underlying issues that we have discussed with Board members, including some issues between landlords and tenants and issues that involve the young people on the street. Please remember that only 5% of the young people are causing problems - remember when you were young.

Henderson is not alone in the feeling of loss of trade and problems with the street environment - New Lynn is forming a strong, new business association to help with the same problems. We are once again, trying to contact the business association people in Henderson.

We need to help Henderson with the small problems immediately. I am asking the Board to very strongly push for immediate work in Henderson - just as we discussed the other day. It should be in our Annual Plan submission, but we must get something done before the new financial year:

- improvements to the whole street cleaning and rubbish pick-up arrangements;
- parking/time changes throughout the whole area;
- brightening up the place (short-term) nice bright flowers & tubs;
- better private lighting in places - shops leave on window lights & veranda lights;
- checking pedestrian crossing points for safety;
- helping to get the Henderson Business Association back on its feet.

We all recognise that Henderson has a bright future, but much of this information must remain confidential - we must see Henderson through the next couple of years by working on the little things.

Annette and I are spending time talking to some of the people on the street and shopkeepers. We have been very careful not to promise the impossible or to stir up further unrest, but we need to know the true situation.

Te Atatu

Auckland City Council has given consent to Envirowaste for a recycling transfer station to open at the Te Atatu end of Patiki Road.

The consent has been approved. It was **not notified**.

The scale and significance of the operation of a solid waste transfer station will be such that it will have major environmental effects.

Under the Resource Management Act the residents of Te Atatu should have been consulted. I have spoken with Leo Nobilo of TARRA and they have inserted a small article in their current newsletter. The next meeting is Monday, 6 May 2002 at 7 pm and Henderson Ward elected members are invited to attend.

It is my understanding that the provisions under Section 94 of the Resource Management Act have not been upheld. As a Council we should seek a Judicial Review.

Thanks everyone.

BARRY SHAW, JP

Parks

A number of young trees planted about two years ago in the Cranwell Park appear to have died. Trees on fringes of streams and pathway. Could these be replaced in planting season now?

Fir trees in Tui Glen appear to be afflicted with a blight. An arborist is aware of this and is monitoring the situation.

Fibrolite huts in Tui Glen heritage appear to be suffering further vandalism by having holes kicked in them. Is there a timetable for their removal to a secure place? A presentation suggesting a Writers' Retreat be established in Tui Glen using the heritage structures was presented to the Council at its last meeting.

At least five exotic trees planted in the International Avenue of Trees in Central Park Drive (southern end) have died or been removed. Can we attend to this?

Trees for Babies planting in Te Atatu Park was poorly attended by public but the Henderson Community Board turnout was first class.

Road Safety

Many pedestrians seem to be in difficulty crossing Edsel Street bridge from one side to the other, e.g. coming and going from K-Mart to Westcity. I would welcome a study on this with suggested improvements.

Work has started on building the pedestrian accessway beneath the Central Park Drive road bridge. Should be completed later this month. I think some sort of ceremonial opening is warranted in the light of its importance in road safety. A provisional date and time for this is 12 noon on Saturday, 21 May 2002 (see below item under Heritage).

Heritage

Three more plaques are to be added this month to the Walkway of Fame in Catherine Place Mall. A ceremony, with those honoured being present, is provisionally timetabled for 10 am Saturday, 18 May 2002. These arrangements are subject to amendment at the time of writing (May 1).



9 ANNUAL PLAN SUBMISSIONS

PURPOSE OF THE REPORT

This report describes the process for Community Boards to sign off their submissions to the draft Annual Plan.

BACKGROUND

The Annual Plan process is underway to establish the work programme for the City for 2002/2003. The draft Annual Plan has been adopted and submissions on this draft will be received from 1 to 31 May 2002, with hearings to be held in June.

As resolved in their meetings in April, Community Boards will make a submission to the draft Annual Plan.

STRATEGIC CONTEXT

The Annual Plan and Strategic Review (eco city + 10) public consultations will be undertaken in the next few months. The Council is committed to gaining a representative view from the community and therefore it is important that Community Boards lead the submission process to represent the general public.

ISSUES

The May Community Board meetings will be the last formal opportunity for Community Boards to sign off their submission. Therefore to enable Community Boards to complete their submissions by the due date they will either need to:

- sign off their submission in their May Board meeting; or
- nominate a Board member to have delegated authority to sign off their completed submission after that date and before the 31 May 2002.

CONCLUSION

To ensure that Community Board Annual Plan submissions are made by the due date it is necessary that they either sign off the submission in their May meetings or nominate a member to have delegated authority.

RECOMMENDATIONS

1. That the information be received.
2. That the Henderson Community Board resolve to nominate a member to have delegated authority to sign off its Annual Plan submission.

Report prepared by: Kim Morresey, Communicator Strategic Group.



10 SCHOOL ROAD - EDMONTON PRIMARY

PURPOSE OF THE REPORT

At the March 2001 meeting the Board resolved the following:

“That the acting Chief Executive be requested to report on the installation of parking bays in School Road outside Edmonton Primary School, and that the programme of citywide priorities for parking bays be brought back to this Board for comment.”

381/2001

Following an investigation this report responds to the resolution for the information of the Board and makes recommendations for assisting the school with its parking and access problems.

BACKGROUND

A5 Edmonton Primary School is located on the corner of School Road and Edmonton Road (see attachment at page A5).

There is an off-road parking area for 10 cars with an entry/exit in Edmonton Road eight metres north of School Road. This area is used mainly by staff.

There is another off-road parking area for 15 cars with separate entry and exit points in School Road. This has a one-way west-to-east aisle used for picking up and dropping off children. Room for four pick-up / drop-off associated spaces are marked for this purpose.

The School Road carriageway is narrow, 7.4m, and parking is prohibited by no stopping lines each side, apart from a length sufficient for three parking spaces on the far side from the school. These are time limited to five minutes parking duration.

A patrolled school pedestrian crossing operates on School Road westward of the School Road vehicle entry.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective for Council. This is reiterated in the Transport Strategy and provision is made for minor safety improvements in accordance.

ISSUES

Preliminary Investigation

Site inspections were made during the morning arrival and afternoon departure periods. The new school hall was nearing completion. Construction traffic was confined to the site. The entrance for construction traffic was west of the entrance to the School Road off-street parking area.

Morning Period

- a majority of children were dropped off in the School Road car park with a minimum of problems. Few drivers took advantage of the on-road parking spaces;
- in the School Road car park eight spaces were occupied by staff cars, two were occupied by parents' cars, and five were not used;
- the patrolled crossing was used in accordance with Land Transport Safety Authority requirements;

- traffic on School Road was frequent and consistent in both directions. There were sufficient gaps for drivers exiting from the School Road off-road car park;
- drivers using the entrance in Edmonton Road experienced difficulties, owing to the through traffic on Edmonton Road and the traffic turning left from School Road. The entry is too close to the School Road intersection;
- parking space was sufficient and there was no overflow causing problem for passing traffic.

Evening Period

- the three on-street parking spaces were fully utilised, causing most passing vehicles to cross the road centre line. Sometimes this traffic had to stop owing to opposing traffic;
- the off-road parking and pick-up space was fully utilised. Cars queued back to the entrance and some spaces were blocked from being used. Other cars were parked illegally in School Road over the no stopping lines, others continued down School Road to park in one of the side streets, or returned looking for an available parking space. This area did not function efficiently during this period where demand exceeded the available car parking spaces;
- drivers using the entrance in Edmonton Road experienced difficulties, owing to the through traffic on Edmonton Road and the traffic turning left from School Road. The entry is too close to the School Road intersection.

School Road

School Road is classified as a District Arterial Road and carries some 7000 vehicles per day. There is a footpath each side next to the kerb, and the carriageway is narrow, 7.4 m wide. Apart from three time limited P5 parking spaces across the road from the school, parking is prohibited by no stopping lines.

The Land Transport Safety Authority crash records, 1994 to 2001, contain no accident for School Road related to school parking or access movements.

The accident involving a school child in March 2002 and referred to the Board at the April Public Forum by the School Principal does relate to the school's parking and access movements. Details since made available by the Principal are that the child had crossed the road using the school crossing but later suddenly ran back across School Road on the steep section beyond the brow of the hill, some considerable distance to the west.

School Development

The new school hall is now complete. The outline plan indicated that the existing off-road parking and the additional 16 parking spaces to be constructed beside new hall would satisfy the parking requirement for the hall, outside of school hours. Transport Assets requested a condition of consent, that the 16 spaces be established initially, but this condition was not adopted, and the spaces have not been constructed. These spaces would of course mitigate if not eliminate the problem of under supply at the end of the school day.

Consultation

Council staff have met with the School Principal a number of times to discuss the traffic issues. It was suggested that the school involve the Ministry of Education to assist with the problem they were experiencing. The Principal's response has been that the Ministry does not regard the problem as its own, that it is a road problem and Council's responsibility.

This is contrary to staff's experience of the Ministry of Education's input on traffic problems at other school sites. In the case of the Pomaria School in Pomaria Road improvements to internal parking, drop-off, and pick-up facilities have been completed by the Ministry and the school now has highest priority for on-road recessed parking, to be financed from the Council's proposed 2002/2003 budget.

Another aspect of concern has been varying advice from the school on growth of the school roll. At one stage the advice was that the roll would not increase, but the latest advice is that further growth is again expected. This will exacerbate the effects of the afternoon peak period deficiencies.

Allocation of Funds

The accepted practice is to allocate Council funds to assist schools with traffic problems taking into account commitment from the schools and the Ministry of Education. A partnership is formed. The Ministry of Education engages a traffic engineer to undertake a Traffic Impact Report and this report recommends improvements. All parties must agree over the Traffic Impact before planning and implementation can proceed.

The school and/or the Ministry of Education commit funds to carry out work within the school grounds. Council then commits available funds to carry out work on the road reserve. The school provides ongoing road safety initiatives for both school children and parents, such as the operation of a school pedestrian crossing.

Staff have on several occasions requested the Edmonton Road School to arrange input from the Ministry of Education but without a positive outcome.

RESOURCES

Funding priorities are set for parking and school safety improvements taking into account pedestrian and vehicle accidents, traffic volumes, pedestrian volumes, road hierarchy, known congestion problems, cost, adverse physical constraints, bus routes, and existing facilities, such as pedestrian crossings, island refuges. As already indicated above highest priority is given to projects where the school has produced its comprehensive plan and committed to any required off-road improvements.

A6

Council funds for on-road parking and safety projects are limited and all funds for the current financial year are fully committed. \$50,000 for on-road parking is itemised in the proposed 2002/2003 budget. Considering the several projects in the list for on-road parking, highest priority would be given to Pomaria School. (Refer page A6 for the current list of prioritised sites).

CONCLUSION

There is a clear need for additional parking to cope with the after school pick-up period. There is concern over difficulties with the entrance to the on-site parking in Edmonton Road.

The school has plans for future on-site parking by the new school hall but no commitment to implement it. The school has no comprehensive plan for the parking and access and it appears that the Ministry of Education has given the production of such a plan low priority.

It is Council's practice to assist with the implementation of such a comprehensive plan by giving high priority to the funding and implementation of the on-road part of such a plan from available funds.

It would be appropriate for the Board to advocate the partnership approach to the current problem, and directly advise the Ministry of Education of the need to become involved and contribute through the production of a comprehensive parking and access plan for the school and commitment to the off-road part of the plan.

The Board may also wish to press for additional funding for on-road parking in the proposed 2002/2003 Annual Plan. \$40,000 would be required to provide six recessed parking spaces each side of School Road.

RECOMMENDATIONS

1. That the information be received.
2. That the Board advocate a partnership of Council with the Ministry of Education and Edmonton Primary School, and directly advise the Ministry of Education of the implications in terms of this report.
3. That given notice of full commitment from the Ministry of Education, the Board recommend to the Annual Plan Special Committee that \$40,000 be added to the budget for recessed on-road parking in the 2002/2003 Annual Plan for the purpose of the provision of such parking in School Road in conformity with an agreed parking and access plan for the Edmonton Road School.

Report prepared by: Reg Cuthers, Transport Engineer, Asset Development.



11 REPORT OF THE STREET EVENTS SUBCOMMITTEE - HENDERSON WARD

YOUR SUBCOMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS SPECIAL INAUGURAL MEETING HELD ON FRIDAY, 23 NOVEMBER 2001 AND THE EMERGENCY MEETING HELD ON FRIDAY, 26 APRIL 2002

MATTERS CONSIDERED

A7-A11

Your Subcommittee dealt with a number of items for which it has delegated powers to act and a copy of the minutes are attached at pages A7 to A11.

Your Subcommittee Recommends:

That the report of the Special Inaugural meeting and the Emergency meeting of the Street Events Subcommittee - Henderson Ward be received.



PART VI - GENERAL

26 NEW FOOTPATH CONSTRUCTION: BUDGET ALLOCATION

PURPOSE OF THE REPORT

This report seeks approval for a new procedure to allocate the annual footpath extension budget.

BACKGROUND

There has been dissatisfaction among the Community Boards over their relative budgets for the construction of new footpath work. At the September 2001 Waitakere Community Board Meeting the Board resolved the following:

- "1. That the Waitakere Community Board again expresses its concern about methods used to allocate funding to new footpath construction on a Ward basis, as this disadvantages the Waitakere Ward where there is the greatest need for footpaths.*
- 2. That the report requested at the Annual Budget on the issues of the methodology in respect of Ward allocations on footpaths in Waitakere City, be brought back to Council at its earliest possibility."*

2079/2001

STRATEGIC CONTEXT

Safety for pedestrians is a key objective of the Urban Villages pathway to a sustainable city, 'that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle'.

In this context it is important that the backlog of footpath construction is addressed equitably with regard to the whole city. This means taking into account the overall distribution of the backlog and the overall distribution of pedestrian activity.

ISSUES

1) Overall Budget

Council decides the citywide budget for footpath extension through the Annual Plan process. The proposed 2002/2003 budget is \$450,000.

2) Priority List

Council receives requests for new footpaths from the public from time to time. In each case the proposed footpath is added to the 'priority list'.

Priority is assigned by giving points for critical factors. Safety factors include road and berm widths, visibility distances, traffic volume, etc. Usage factors include numbers of houses, schools, shops, and bus stops etc.

The priority list accounts for about 55 km of missing footpath, value about \$6.5 million, but this does not include road sections for which footpath requests have not been made. In total the footpath backlog is estimated as some 530 km.

AI

3) **Allocation of Citywide Budget: Existing Procedure**

A citywide priority list is drawn up, to the value of the citywide footpath budget, and those footpaths at the top of the list are recommended to the relevant Community Board. The list of lower priority sites within the Wards is also considered and the Board may change priorities depending on its experience and perception of conditions within the Ward.

Under this procedure the size of the individual Ward budgets is can vary considerably from year to year, and it is possible that a Ward may receive no budget. No account is taken of the existence of roads without footpaths, for which requests have not been made.

4) **Allocation of Citywide Budget: Proposed New Procedure**

The Citywide budget would be allocated equitably to the Boards and each Board would allocate its assigned budget to particular roads based on the priority list and a supplementary report from Transport Assets.

Stage 1

The proposed formula to allocate the citywide budget makes use of the following 'measures':

$$X = (\text{kilometre of road with no footpath} * 3 + \text{kilometre of road with 1 footpath} * 1) / 4$$

where X is the total practical backlog of new footpath within each Ward (which excludes road sections where provision of a footpath would not be sensible, for example most of Piha Road).

Y = the total dollars of residential rate collected for that Ward.

The proposed formula is:

$B = B_1 + B_2 + B_3 + B_4$ where B is the citywide budget, and B1 the budget for Ward 1 etc.

$$B_1 = \frac{X_1 * Y_1}{\sum XY} \times B$$

This formula is to be referred to as the NFBA (New Footpath Budget Allocation) formula.

The rationale is that the Ward budgets should reflect the total practical backlog and the total rates, becoming larger or smaller as each of these measures become larger or smaller.

Stage 2

The budget allocation is distributed to specific sites by the Community Board, based on the Ward priority list (drawn from the resident's requests prioritised by quantified safety and usage demand factors), and a supplementary report from the Transport Assets Section which focuses on additional roads not on the priority list. The Board at its discretion can alter the Ward priority list based on its own priorities or local knowledge.

5) Application to the Proposed 2002/2003 Budget

The proposed City Wide footpath extension budget for 2002/2003 is \$450,000. The table below compares the allocation of this to Wards using the proposed and the existing procedures:

WARD	Road with No Footpath (km)	Road with One Footpath (km)	Total Missing Footpath (km)	X (km)	Y (\$M)	BUDGET 02/03 (proposed method) (\$)	BUDGET 02/03 (existing method) (\$)
Henderson	6.10	19.78	31.98	9.52	22.825	26,785	0
Massey	58.90	35.44	153.24	53.04	25.516	166,815	50,859
New Lynn	25.90	43.60	95.40	30.33	29.983	112,080	264,466
Waitakere	105.54	33.48	244.56	87.53	13.376	144,319	134,675
TOTAL	196.44	132.30	525.18	180.41	91.701	450,000	450,000

The proposed method clearly allocates the footpath extension budget to wards in an equitable manner.

Although, Waitakere Ward's share increases by only a small amount, the inequity perceived by Waitakere in relation to New Lynn has been greatly reduced, and Waitakere's allocation is comparable with the allocation for Massey, despite the fact that Massey contributes almost twice the amount of rates to the City.

RESOURCES

The proposed method is simple to apply and uses information already available in the RAMMS and GEMS databases. No further staff resources of funding would be required.

CONCLUSION

A new 2-stage procedure to allocate the annual footpath extension budget to sites is presented.

In stage 1, the citywide budget is allocated to Wards using an equitable formula, the NFBA formula, based on the total practical footpath backlog and the total residential rates collected for each Ward. This ensures that each Ward will have work done in proportion to its footpath backlog and residential activity.

In stage 2, each Ward budget is distributed to specific sites by the Community Board, based on the Ward priority list, and a professional report from the Transport Assets Section of the City Services Unit. The priority list refer to specific requests from residents prioritised by quantified safety and usage demand factors. The Unit's report may deal with additional roads, not appearing in the priority list.

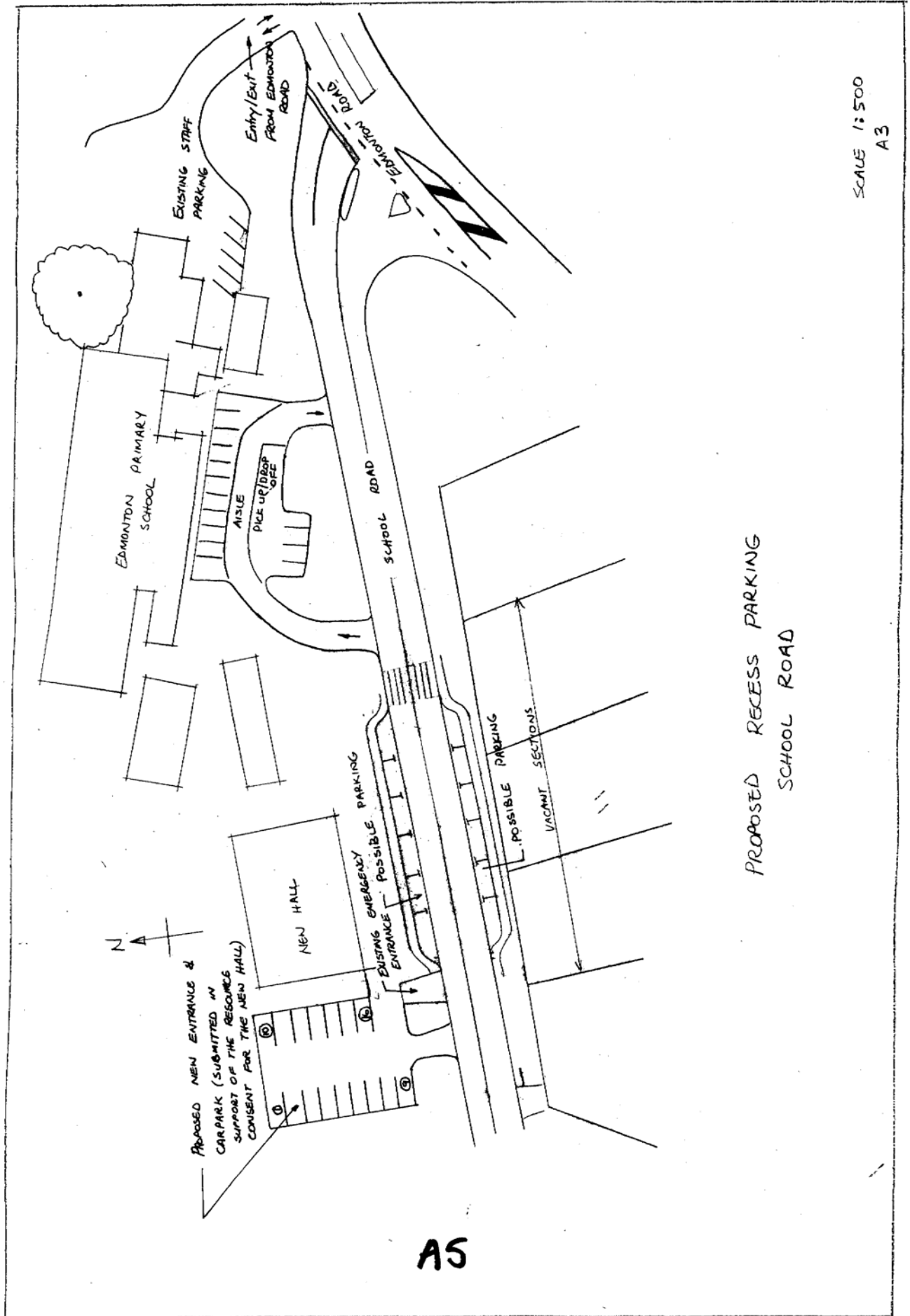
Alternative formulae could be presented, each giving somewhat different allocations; however, the simplicity or and sensible results from the proposed formula supports its adoption. Once accepted it would provide a fixed method, where the outcome is not susceptible to argument.

RECOMMENDATIONS

1. That the information be received.
2. That the annual citywide budget for the construction of new footpaths is allocated to each Ward using the NFBA (New Footpath Budget Allocation) formula.
3. That for each Ward the budget for the construction of new footpaths is allocated to sites by the Community Board based on the priority list and the annual report from the Service Manager: Transport Assets or his delegated staff.
4. That this report and the Finance and Operational Performance Committee's resolutions thereon be reported to each Community Board for its information and action, by the Committee Secretary.

Report prepared by: Reg Cuthers, Transportation Engineer Asset Development.





PROPOSED RECESS PARKING
SCHOOL ROAD

SCALE 1:500
A3

A5

CAR PARK LISTING

LOCATION	TYPE OF TREATMENT	Est COST
Pomaria Road o/s school	Recess parking	\$ 120,000.00
New Lynn Carpark behind Cambridge	Reseal of existing carpark	\$ 35,000.00
Victory Road o/s Fire Station	Recess parking	\$ 12,500.00
Central Park Drive - o/s Croydon Cars	Recess parking	\$ 15,000.00
Central Park Drive - o/s AA centre	Recess parking	\$ 15,000.00
School Road - outside Primary School	Recess parking	\$ 50,000.00
Glengarry Rd - Rosier Rd opp shops	Recess parking	\$ 40,000.00
Glenview Road o/s Glen Eden Primary	Recessed angled parking	\$ 55,000.00
Henderson Valley Rd o/s Hsn Valley Kindy	Additional parking spaces	\$ 20,000.00
Kintara Drive o/s Colwill school	Recess parking	\$ 60,000.00
Norval Ave o/s the school	Recess parking on one side only	\$ 20,000.00
Parker Rd-opp church	Pipe water table & fill to cater for parallel parks	\$ 25,000.00
Vera Rd - opposite shops	Recess parking	\$ 30,000.00
Willerton Ave New Lynn Rugby League	Recessed angled parking	\$ 60,000.00
Marine Parade south Piha carpark	Angle parking	\$ 10,000.00
Clark Rd (Massey)	Extra parking (AP 98/98 398/04)	\$

**MINUTES OF A SPECIAL INAUGURAL MEETING OF THE STREET EVENTS SUBCOMMITTEE -
HENDERSON WARD HELD IN THE WAITAKERE CITY COUNCIL OFFICE SITUATED
AT 131 LINCOLN ROAD, HENDERSON, WAITAKERE CITY,
ON FRIDAY, 23 NOVEMBER 2001,
COMMENCING AT 9.00 AM.**

PRESENT: Mr Dean Beresford Shaw, JP (Chairperson from 9.14 am)
Service Manager: Transport Assets

IN ATTENDANCE: Service Management Assistant
Committee Secretary: A Chan

The Committee Secretary, Audrey Chan, undertook the proceedings of the meeting and called for apologies.

1 APOLOGIES

2650/2001

MOVED by R Hill, seconded DB Shaw:

That an apology from Transportation Engineer Asset Development, Reg Cuthers, for absence be received and sustained.

CARRIED

2 ELECTION OF CHAIRPERSON

The Committee Secretary, Audrey Chan, called for nominations for the position of Chairperson.

NOMINATED by R Hill, seconded DB Shaw:

That Mr Dean Beresford Shaw be appointed as Chairperson of the Street Events Subcommittee - Henderson Ward.

2651/2001

There being no further nominations, the Committee Secretary, Audrey Chan, **DECLARED** Mr Dean Beresford Shaw appointed as Chairperson of the Street Events Subcommittee - Henderson Ward.

9.14 am The Committee Secretary, Audrey Chan, vacated the Chair and the Chairperson assumed the Chair.

3 **TE ATATU PENINSULA CHRISTMAS PARADE**

2652/2001

MOVED by DB Shaw, seconded R Hill:

1. That the information be received.
2. That approval be granted to temporarily close and prohibit traffic on the following roads on Saturday, 1 December 2001. (Pursuant to Clause 11(e) in the Tenth Schedule of the Local Government Act 1974.)
 - (a) From 11.30 am to 2.00 pm:
 - Te Atatu Road between Moor Avenue and Yeovil Road.
 - Gunner Drive between Te Atatu Road and Longbush Road.
 - (b) From 8.00 am to 2.00 pm to close:
 - Pringle Road all day from 8.00 am to 2.00 pm to use as dispersal area for Floats.
3. That approval be subject to:
 - a) The applicant receiving New Zealand Police Traffic Safety Branch supervision.
 - b) The Applicant accepting full responsibility for marshalling, control of spectators, public and participant safety requirements, and complying with any Police directions.
 - c) The applicant appointing a Traffic Management and Safety Co-ordinator to liaise with Council Rooding Engineers and New Zealand Police, and to ensure that the applicant's responsibilities are met.
 - d) St John Ambulance or other qualified personnel being in attendance at all times.
 - e) The applicant obtaining, placing and removing any road cones, detour signs and any other barriers in accordance with the traffic supervision plan and as directed by New Zealand Police and/or Council officers and meeting associated costs.
 - f) The applicant advising all emergency services and Bus operators of the road closure details.
 - g) The applicant ensuring that all litter is cleared up immediately following the event.
 - h) The applicant being notified that Council accepts no responsibility for incidents, injuries or damage caused by the event.
 - i) The applicant accepting responsibility for the cost of repairs to any Council property damaged during the event.
 - j) The applicant meeting any costs arising from Public Notices arranged by Council.

CARRIED

9.20 am

The Chairperson thanked members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AT AN ORDINARY MEETING OF THE
STREET EVENTS SUBCOMMITTEE - HENDERSON
WARD HELD ON

DATE:.....

CHAIRPERSON:.....

**MINUTES OF AN EMERGENCY MEETING OF THE STREET EVENTS SUBCOMMITTEE -
HENDERSON WARD HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE,
LINCOLN, WAITAKERE CITY, ON FRIDAY, 26 APRIL 2002
COMMENCING AT 9.00 AM.**

PRESENT: Mr Dean Beresford Shaw, JP (Chairperson)
Transportation Engineer Asset Development

IN ATTENDANCE: Acting Executive Assistant to Chief Executive
Transport Engineer: Transport Assets
Committee Secretary: N Delamere

1 APOLOGIES

770/2002

MOVED by Reg Cuthers, seconded Barry Shaw:

That an apology from the Service Manager: Transport Assets for absence be received and sustained.

CARRIED

2 PACIFIC LIVING ARTS FESTIVAL MARCH

771/2002

MOVED by Barry Shaw, seconded Reg Cuthers:

1. That the information be received.
2. That as no objections or submissions have been received, and as in the opinion of the Committee, closure would not be likely to impede traffic unnecessarily, approval be granted to temporarily close and prohibit traffic on the following roads on Saturday, 27 April 2002. (Pursuant to Clause 11(e) in the Tenth Schedule of the Local Government Act 1974).
 - (a) From 2:00pm to 3:00pm:
 - Edsel Street between Vitasovich and Great North Road;
 - Great North Road between Edsel Street and Lincoln Road;
 - Mt Lebanon Lane full length of road.
3. That approval be subject to:
 - a) The applicant receiving New Zealand Police Traffic Safety Branch supervision.
 - b) The applicant accepting full responsibility for marshalling, control of spectators, public and participant safety requirements, and complying with any Police directions.
 - c) The applicant appointing a Traffic Management and Safety Co-ordinator to liaise with Council Road engineers and New Zealand Police, and to ensure that the applicant's responsibilities are met.

A10

- d) St John Ambulance or other qualified personnel being in attendance at all times.
- e) The applicant obtaining, placing and removing any road cones, detour signs and any other barriers in accordance with the traffic supervision plan and as directed by New Zealand Police and/or Council officers.
- f) The applicant advising all emergency services and bus operators of the road closure details.
- g) The applicant ensuring that all litter is cleared up immediately following the event.
- h) The applicant being notified that Council accepts no responsibility for incidents, injuries or damage caused by the event.
- i) The applicant accepting responsibility for the cost of repairs to any Council property damaged during the event.
- j) The applicant meeting any cost arising from Public Notices arranged by Council.

CARRIED

9.06 pm

The Chairperson thanked members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AT AN ORDINARY MEETING OF THE
STREET EVENTS SUBCOMMITTEE -
HENDERSON HELD ON

DATE:.....

CHAIRPERSON:.....

All