



**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, 2 SEPTEMBER 2004,  
COMMENCING AT 6.30 PM**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATION - NEW ZEALAND POLICE	1
5	PUBLIC FORUM	2
6	CHAIRPERSON'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	2
8	BOARD MEMBERS' REPORTS	4
9	COMMUNITY WELLBEING FUND ALLOCATION 2004/2005	6
10	RAIL CROSSING ROAD MARKINGS - HENDERSON WARD	9
11	TAKAPU STREET - NEW NO STOPPING CONTROL	11
12	STURGES ROAD - BUS STOP	14
13	NEW 'GIVE WAY' AND PARKING CONTROLS, WEST WAVE/HENDERSON LIBRARY CAR PARK	16
14	CLASSIFICATION OF COVIL PARK, TE ATATU	18
15	CITIZENS ADVICE BUREAU PARKING IN HENDERSON	19
16	TE ATATU PENINSULA WALKWAY - CHAPMAN STRAND TO TAIPARI STRAND DETAILED DESIGN	21
17	HENDERSON VALLEY ROAD FLUSH MEDIAN AND RELATED PARKING RESTRICTION	25
18	COMMUNITY BOARD MINOR PARK PROJECTS 2004/2005	28
19	WALKWAY OF FAME	31

**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, 2 SEPTEMBER 2004,  
COMMENCING AT 6.30 PM**

---

**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 5 August 2004

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 5 August 2004, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

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



**4 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

The Chairperson will give a verbal report at the meeting.



## 7 COMMITTEE SECRETARY'S REPORT

ISSUE	COMMENTS	REPORTING OFFICER
Fire to Flats at Tui Glen Reserve	<p>An update regarding the fire at Tui Glen Reserve was requested by Cr Brady at the August 2004 meeting of the Board.</p> <p>The fire happened on Tuesday 27 July 2004 and the Fire Service arrived at 5.10 pm to find the Right Hand Side Flat well alight.</p> <p>The Insurers have indicated total loss to the Right Hand Side Flat and minor damage to the Left Hand Side Flat.</p> <p>The fire is being considered suspicious by the Fire Service, although Council has yet to receive this report.</p> <p>A complaint has been laid with the police who will decide on the appropriate action.</p> <p>Awaiting establishment of Indemnity Value from Registered Valuers which will be used to establish insurance payout for loss and demolition.</p>	Rex Harland  836 8000 Ext 8739

ISSUE	COMMENTS	REPORTING OFFICER
<p>Footbridge at Corban Estate be Named Opanuku Bridge</p> <p>Henderson Community Board 4 December 2003 Resolution: 4303/2003</p> <p>Henderson Community Board 4 March 2004 Resolution: 266/2004</p> <p>Te Taumata Runanga 16 August 2004 Resolution: 1527/2004</p>	<p>The issue of naming the footbridge at Corban Estate was initially brought to the October 2003 meeting of the Board by Board Member Barry Shaw.</p> <p>At the December 2003 meeting the Board resolved:</p> <p><i>“That the Chief Executive be requested to report, through the Committee Secretary's report, on progress towards selecting an appropriate name for the new bridge at Corban Estate, as well as on ways of improving traffic signage on the uphill section of Lebanon Drive, outside Corban Winery Estate.”</i></p> <p>At the March 2004 meeting of the Board it was reported in the Committee Secretary's Report that Te Kawerau A Maki endorsed the footbridge being named Opanuku Bridge. It was also resolved:</p> <p><i>“That the Henderson Community Board endorses in principle the suggestion that the new footbridge at Corban Estate be named the Opanuku Bridge, and that this proposal:</i></p> <ul style="list-style-type: none"> <li><i>a) be referred to Te Taumata Runanga for further input, and</i></li> <li><i>b) input be requested from Henderson High School; and</i></li> <li><i>c) that an early report be brought back to Henderson Community Board.”</i> <p>Consultation was pursued with Henderson High School. It was suggested that a presentation be made to the student body and feedback sought but unfortunately due to timetables and commitments of the school this was not possible.</p> <p>At the August 2004 meeting of Te Taumata Runanga it resolved:</p> <p><i>“That Te Taumata Runanga endorses the footbridge at Corban Estate being named Opanuku Bridge.”</i></p> <p>The issue is now brought back to the Board requesting that the footbridge at Corban Estate be named Opanuku Bridge.</p> </li></ul>	<p>Naomi McCleary ☎ 836 8000 Ext 8550</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Railside Avenue, Ratanui Street to Alderman Drive and Catherine Place Mall Infrastructure Renewal Project	Officers Report	March 2005	Janet Hannan ☎ 836 8000 Ext 8716
Te Atatu Traffic Management	6 March 2003 Public Forum	December 2004	Ross Hill ☎ 836 8000 Ext 8737
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution No: 2018/2003	December 2004	Adam Moller ☎ 836 8000 Ext 8750
Speed Humps in Covil Avenue, Te Atatu South	4 December 2004 Resolution No: 4302/2003	March 2005	Ross Hill ☎ 836 8000 Ext 8737

### **RECOMMENDATIONS**

1. That the Secretary's Report be received.
2. That the footbridge at Corban Estate be named Opanuku Bridge.

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.

### **HENDERSON COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Henderson Citizens Advice Bureau	Bill Postlewaight
Henderson Heritage Trust Inc. (Henderson Railway Station)	Brenda Brady
Keep Waitakere Beautiful Committee	Camille Nakhid
Liaison Officer for Waitakere District of the New Zealand Police	Barry Shaw (Alternate: Bill Postlewaight)

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Waitakere Road Safety Advisory Committee	Barry Shaw
Te Atatu Community House Committee	Bill Postlewaight (Alternate: Annette Fenton)
Henderson South/McLaren Park Action Group (Contact Person: Carolyn McCardie)	Helen Jones (Alternate: Annette Fenton)
Wai Care Programme	Camille Nakhid Wayne Davis
Herbicide Reduction Working Party	Annette Fenton
Sunnyvale Residents & Ratepayers Association	Barry Shaw
Te Atatu Ratepayers Association	Camille Nakhid
Henderson Business Association	Annette Fenton
Shopping Trolleys in Streams Steering Group	Barry Shaw
Project Twin Streams Steering Group	Camille Nakhid (Alternate: Barry Shaw)
Henderson Business Liaison Group	Helen Jones Barry Shaw (Alternate: Camille Nakhid)
<b>HENDERSON COMMUNITY BOARD SUBCOMMITTEES</b>	
Street Events Subcommittee	Barry Shaw
Lower Oratia Stream Reserve Management Plan Subcommittee	Camille Nakhid (Alternate: Bill Postlewaight)
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Bill Postlewaight (Alternate: Camille Nakhid)
Hearings	Camille Nakhid (Alternate: Barry Shaw)



## 9 COMMUNITY WELLBEING FUND ALLOCATION 2004/2005

### PURPOSE OF THE REPORT

The purpose of the report is to inform the Henderson Community Board on the process of assessing applications to the Community Wellbeing Fund.

### BACKGROUND

In February 2000, Council resolved to provide an amount of \$80,000 to be allocated to support 'not for profit' community groups through the Community Wellbeing Fund. Half of the fund was to be allocated by the Finance and Operational Performance Committee for those applicants who provide services/projects on a city-wide basis. The balance is to be distributed on a pro-rata population basis by each of the Community Boards, to applicants whose services/projects generally come from one Community Board area.

In May 2003 a workshop was held by Council and Community Board Members, to consider the consistent oversubscription to the Community Wellbeing Fund. Up to this time each applicant was eligible to a maximum amount of \$5,000. It was generally agreed that being able to apply for up to \$5,000 gave community groups an unrealistic expectation of receiving more funding than was possible. As a result the maximum amounts that could be applied for were amended by the following Council resolution:

*“That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Citywide allocation should be \$3,000;*

*“That in general, the maximum amount any one applicant receives from the Community Wellbeing Fund, Community Board allocation should be \$1,000”*

*1024/2003*

In the Annual Plan 2003/2004 process Council resolved to increase the amount of funding for the Community Wellbeing Fund to \$82,000, of which \$41,000 is allocated to city-wide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis of which the Henderson Community Board has \$9,750 to allocate in the 2004/2005 round.

### STRATEGIC CONTEXT

The Community Wellbeing Fund aligns with Council's Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

### ISSUES

As a result of the changes to the maximum amounts eligible that any one community group can apply to from the Community Board allocation of the Community Wellbeing Fund, from \$5000 in 2002 to \$1000 in 2003, some of the Community Boards allocations have not been fully subscribed. When an under subscription such as this happened in 2003 the unallocated portion was transferred to the citywide fund which is always heavily oversubscribed.

The issues that have resulted in this change from over subscription of Community Board applications to under subscription are several:

- Reduction in the maximum amount eligible, from \$5000 per applicant to \$1000;
- Greater awareness of other funding agencies to apply to, as a result of numerous funding workshops conducted across the city;
- Other funding agencies having considerably larger amounts of money to give out;
- Many of these other funding agencies are open all year and assess applications on a monthly basis.

Promotion for this fund has been more extensive in the past two years than previously, with information this year being provided to the community by:

- Western Leader advertising;
- Waitakere City News advertising;
- Information in Community Assistance Newsletter which goes out to over 1000 community groups;
- 14 funding workshops;
- Internet information;
- Application forms in prominent positions at Council venues.

Henderson Community Board is the only one who received applications totalling more than the amount they have to distribute to community groups.

## **ASSESSMENT PROCESS**

### **Eligibility**

All applications have been screened for eligibility as per the Community Wellbeing Fund policy. All eligible applications have been put forward to the Community Board for consideration. Those applications that have been found to be not eligible have been contacted to discuss other funding options.

### **Priorities**

Each application has been preliminarily assessed against the priorities outlined in the Community Wellbeing Fund policy.

### **Application Information**

*A1-A12*

The original applications are available for inspection prior to and at the meeting. Attached at pages A1 to A12 are one page summaries. All applications have been sorted from highest to lowest in terms of the number of priorities met. This assessment has been based on the information provided in the application.

It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

## FUNDING AVAILABLE

Henderson Community Board has a total of \$9,750 to allocate via this scheme. The Board has 12 applications to consider for financial assistance with the total amount requested being **\$12,365**.

	Amount applied for	Amount Recommended
Peninsula Women's Conference	\$1,000	<b>\$850</b>
Auckland Refugee Council (Inc.) - Road Code	\$1,000	<b>\$830</b>
Te Atatu Peninsula Community House Society Inc.	\$1,000	<b>\$830</b>
Auckland Refugee Council (Inc.) - Recreational outings for refugees	\$1,000	<b>\$800</b>
Peninsula Primary School	\$1,200	<b>\$930</b>
The Banquet	\$1,000	<b>\$800</b>
Viti Centre Trust	\$1,000	<b>\$800</b>
13th Waitakere Girls Brigade Co.	\$1,000	<b>\$760</b>
Adventure Specialties Trust	\$1,000	<b>\$760</b>
Edmonton Scout Group	\$950	<b>\$720</b>
Rutherford Primary School	\$1,000	<b>\$750</b>
Parenting with Confidence Inc	\$1,215	<b>\$920</b>
	<b>12,365</b>	<b>\$9750</b>

## CONCLUSION

There are 12 applications for financial assistance totalling **\$12,365** with an amount to allocate of \$9,750. It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

## RECOMMENDATIONS

1. That the information on the allocation of funding from the Community Wellbeing Fund be received.
2. That the Henderson Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report and the following recommended amounts:

	Amount Applied For	Amount Recommended
Peninsula Women's Conference	\$1,000	<b>\$850</b>
Auckland Refugee Council (Inc.) - Road Code	\$1,000	<b>\$830</b>
Te Atatu Peninsula Community House Society Inc.	\$1,000	<b>\$830</b>
Auckland Refugee Council (Inc.) - Recreational outings for refugees	\$1,000	<b>\$800</b>

	Amount Applied For	Amount Recommended
Peninsula Primary School	\$1,200	<b>\$930</b>
The Banquet	\$1,000	<b>\$800</b>
Viti Centre Trust	\$1,000	<b>\$800</b>
13th Waitakere Girls Brigade Co.	\$1,000	<b>\$760</b>
Adventure Specialties Trust	\$1,000	<b>\$760</b>
Edmonton Scout Group	\$950	<b>\$720</b>
Rutherford Primary School	\$1,000	<b>\$750</b>
Parenting with Confidence Inc	\$1,215	<b>\$920</b>
	<b>12,365</b>	<b>\$9750</b>

Report prepared by: Jan Brown, Community Assistance Administrator.



## 10 RAIL CROSSING ROAD MARKINGS - HENDERSON WARD

### **PURPOSE OF THE REPORT**

This report seeks the Henderson Community Board's approval for new 'No Stopping At All Times' controls adjacent to the railway level crossing in Sherrybrooke Place, Sunnyvale.

### **BACKGROUND**

Transport Assets has recently conducted a review of the road signs and markings associated with level rail crossings in the City. This review has indicated that a number of changes need to be made to regulatory traffic controls at a number of level crossings. Authority to make and amend regulatory traffic controls has been delegated to Community Boards by Council.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

### **ISSUES**

A national standard for road markings around railway level crossings is given in the Land Safety Transport Authority's Manual of Traffic Signs and Markings. This standard requires a 'No Stopping' line to be installed to prohibit parking within 20 metres of a railway crossing.

This report recommends the installation of new 'No Stopping' lines around the rail crossing between Sherrybrooke Road and Rangeview Road. It is recommended that the parking restriction on the eastern side of the rail crossing in Rangeview Road be extended out to 30 metres from the crossing so as to maximise the sight distance of drivers approaching the crossing from this direction.

A13

The locations of the proposed new controls are marked on the attached aerial photograph at page A13.

### **RESOURCES**

The proposed new road markings can be implemented under the 2004/2005 maintenance budgets.

### **CONCLUSION**

The proposed new regulatory traffic controls are desirable to improve road user safety around level crossings.

### **RECOMMENDATIONS**

1. That the Rail Crossing Road Markings - Henderson Ward report be received.
2. That in relation to **RANGEVIEW ROAD, SUNNYVALE:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the southwest kerb line of **RANGEVIEW ROAD** starting from the point where the kerb meets the western edge of the railway crossing and extending north along the kerb a further 20 metres a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (ii) on the southwest kerb line of **RANGEVIEW ROAD** starting from the point where the kerb meets the eastern edge of the railway crossing and extending northeast along the kerb a further 30 metres a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That in relation to **SHERRYBROOKE PLACE, SUNNYVALE:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northeast kerb line of **SHERRYBROOKE PLACE** starting from the point where the kerb meets the western edge of the railway crossing and extending southwest along the kerb a further 20 metres a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (ii) on the northeast kerb line of **SHERRYBROOKE PLACE** starting from the point where the kerb meets the eastern edge of the railway crossing and extending south along the kerb a further 20 metres a new '**NO STOPPING AT ALL TIMES**' control be put in place.

4. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 11 **TAKAPU STREET - NEW NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

This report seeks the Henderson Community Board's approval for a new 'No Stopping at All Times' control in Takapu Street, Henderson.

### **BACKGROUND**

A local resident has contacted Council requesting that Council consider new parking controls in Takapu Street to alleviate problems caused by vehicles parked on both sides of the street during business hours.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

### **ISSUES**

Although there have reportedly been occasional times in the past during which large numbers of motorists have parked their vehicles in Takapu Street while visiting other locations in Henderson, since the introduction of pay parking in the Falls car park the presence of large numbers of parked vehicles has become a daily occurrence in Takapu Street during business hours.

Takapu Street is 7.4 metres wide kerb to kerb. When cars are parked on both sides of Takapu Street the clear carriageway is narrowed to such an extent that only one vehicle may pass between the parked cars. This means that drivers must sometimes wait for an oncoming car to pass before proceeding up or down the street and has also resulted in some residents having difficulty manoeuvring their vehicles in and out of their driveways, particularly when reversing.

These problems cannot be considered a significant safety concern. Although the parked cars makes reversing out of driveways more difficult there is more than sufficient clear carriageway for this to be done successfully and any accidents that occur while reversing are more likely to be as a result of driver error. Injury to any person is unlikely. The need to wait to pass oncoming cars is not a safety problem as the eastern portion of Takapu Street where the parked vehicle problem is occurring is a straight section of road and drivers can see approaching vehicles well before they need to take evasive action.

Despite the lack of a significant safety problem in this street many of the residents consider the problems that the parked vehicles are causing to be a very serious inconvenience, and for this reason a proposed solution to the residents concerns is recommended by this report. It is proposed that a new 'No Stopping between 8am and 4pm Monday to Friday Only' control be installed on the north side of Takapu Street between the driveways of number 2 to a point outside number 28.

This proposed new parking control would ensure sufficient clear carriageway is available during business hours for a traffic lane each way and make it much easier to back out of residents' driveways.

A14 The proposed change has been marked on the attached aerial photograph at page A14.

A consultation letter outlining the proposed change was sent to all 65 properties in Takapu Street and 37 responses to the letter were received by council. Of these responses 30 (81%) indicated that they were in favour of the proposed new parking control. 28 responses also included some written comments on the proposed changes as requested in the consultation letter. Some of the more common comments from residents were:

- Council should reconsider the pay and display trial. (3 Responses);
- The restriction should be extended further up Takapu Street or into Cirrian Place. (5 Responses);
- The street should be a residents' only parking zone. (5 Responses);
- A time limited parking restriction should be used in part of the street. (4 Responses);
- The days of restriction should extend to Saturday or Sunday. (3 Responses).

These issues are discussed below:

### **Residents Only parking zone**

A residents only parking zone in Takapu Street is not recommended. Although this kind of parking restriction is provided for in the Local Government Act, there are none in Waitakere City at present.

If a residents only parking zone were permitted in Takapu Street similar restrictions would have to be considered for other residential streets adjacent to city centres experiencing problems similar to Takapu Street. This would cover a large number of streets and would eliminate a significant proportion of all day parking available to workers in Waitakere City's city centres. The possible city wide impact of this type of parking restriction would have to be studied closely before a decision could be made in one location which could be considered a precedent by some people.

Residents only parking zones are used in Auckland City in a small number of locations, normally adjacent to properties where there is no onsite parking. Many of these residents parking zones apply only at night, during the day they revert to public parking. Most of the properties in Takapu Street have multiple off street car parks, many have garages, often double garages, and the large sections in Takapu Street with houses set well back from the road allows more than one car to park in most properties driveways.

The Local Government Act provides for Council to charge for residents parking permits on a cost recovery basis. On a full cost recovery basis the Manager: Parking Services estimates that these permits would cost approximately \$50 each. The permits would apply to a specific vehicle only and would not be transferable to resident's guests. As the administration of residents only parking zones would incur a financial cost any decision to implement this type of zone would have to be referred to the Finance and Operations Committee for consideration.

### **Extension of the proposed parking controls to cover all of Takapu Street**

Some residents were concerned that the new control would shift the current problem further west along the street or into Cirrian Place. It is not certain that this would happen as Cirrian Place and the western end of Takapu Street are more distant from the Henderson City centre at the eastern end of Takapu Street and would require all day parkers to walk up a hill to reach them. It is best to install the new parking control as proposed and monitor the results. If the problem reoccurs in another location then the parking restriction can be easily extended at minimal cost.

### **Extension of the days of operation**

The Falls pay and display car park is in operation Saturday but not Sunday. Although many of the retail activities in the Henderson city centre are operating on Saturdays many businesses are not. Thus it is anticipated that demand for all day parking will be reduced during the weekends. It is recommended to limit the restriction to week days only so that residents may park on the street during the weekend, and monitor the situation for any problems. Should problems occur during the weekend then the parking restriction can be easily extended at a later date.

### **A time limited parking restriction in part of the street**

It has been suggested that a P30, P60 or P120 parking zone should be installed in part of the street as a substitute for the proposed 'No Stopping' restriction. This would allow space for resident's guests to park in the street for a limited period of time during business hours.

Installing a time limited parking zone in place of the proposed 'No Stopping' restriction is not recommended as this would not solve the problems with limited reversing room and constricted traffic lanes that residents are currently experiencing.

### **RESOURCES**

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

### **CONCLUSION**

The proposed new parking control in Takapu Street will ensure that residents have easy access to their properties at all times and was favoured by 81% of the 37 responses to the consultation letter.

### **RECOMMENDATIONS**

1. That the Takapu Street - New No Stopping Control report be received.
2. That in relation to **TAKAPU STREET, HENDERSON:**
  - That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - on the north kerb line of **TAKAPU STREET** starting from a point 56 metres east the intersection with **EDMONTON ROAD** and extending to a point 245 metres further east along the kerb line a new '**NO STOPPING BETWEEN THE HOURS OF 8AM AND 4PM, MONDAY TO FRIDAY ONLY**' control be put in place.

3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 STURGES ROAD - BUS STOP

### **PURPOSE OF THE REPORT**

This report seeks the Henderson Community Board's approval for the legal resolution of an existing bus stop in Sturges Road, Henderson as a 'buses only' parking area.

### **BACKGROUND**

A local resident has raised concerns regarding the location of parked cars and buses outside numbers 19, 21 and 23 Sturges Road.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services, and to keep these locations clear of other vehicles.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

### **ISSUES**

The area outside numbers 21 and 23 is currently sign posted as a bus stop but has not been legally resolved as a bus stop nor has a 'Bus Stop' road marking been installed in this location. This area is used by the bus company as a location to switch drivers between buses and up to two buses can be waiting for several minutes at a time here on occasion.

Cars belonging to commuters using the nearby train station are often parked in this location all day and at times this can make it difficult for buses to stop. When there is no clear kerbside parking available bus drivers sometimes park over residents driveways. The buses do not always park in the same location at present and sometimes they park outside number 21 and at other times outside number 23. The resident who originally raised this issue with Council is also concerned that parked cars limit his sight distance when leaving his driveway.

It proposed to install a double length (30 metres) bus stop marking outside number 23 Sturges Road; this will allow parking for up to two buses at once. It is also proposed to extend the existing 'No Stopping At All Times' line from the driveway of number 19 to the north edge of the driveway of number 23.

A15

The location of the proposed legal bus stop and 'No Stopping' line are marked on the aerial photograph attached at page A15.

### RESOURCES

The proposed markings and signage changes can be implemented under the 2004/2005 maintenance budgets.

### CONCLUSION

The proposed 'Bus Stop' parking restrictions in Sturges Road are desirable to keep existing bus stops clear of other vehicles at all times.

### RECOMMENDATIONS

1. That the Sturges Road - Bus Stop report be received.
2. That in relation to **STURGES ROAD, HENDERSON**:
  - (a) That all existing parking restrictions or limitations currently applicable to **STURGES ROAD, HENDERSON** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northwest kerb line of **STURGES ROAD, HENDERSON** starting a point 8 metres northeast of where the kerb line meets the northeast kerb line of **SEPTIMUS PLACE** and extending to a point a further 30 metres northwest along the kerb line a new '**BUS STOP**' control be put in place.
    - (ii) on the northwest kerb line of **STURGES ROAD, HENDERSON** starting a point 46 metres northeast of where the kerb line meets the northeast kerb line of **SEPTIMUS PLACE** and extending to a point a further 12 metres northwest along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



13 **NEW 'GIVE WAY' AND PARKING CONTROLS, WEST WAVE/HENDERSON LIBRARY CAR PARK**

**PURPOSE OF THE REPORT**

This report seeks the approval of the Henderson Community Board for a new 'Give Way' control and new parking time restrictions for five car parks in the West Wave/Henderson Library car park, currently occupied by West Wave Recreation Centre, Henderson Library, Sport Waitakere, Plunket, Henderson Bowls and Barnardo's Child Care.

**BACKGROUND**

A new 'Give Way' control is proposed in the mid car park area to better indicate vehicle movement priorities for users of the car park. It is also proposed that new parking time restrictions be placed on five car parking spaces previously occupied by Corban Revell Lawyers, who are tenants of part of the building. Corban Revell have been allocated parking spaces at the rear of Sport Waitakere.

**STRATEGIC CONTEXT**

The Waitakere City Council's "Integrated Transport and Communication" platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users. Shorter time limits ensure turnover, stimulating business activity, but if they are too short, business cannot be concluded without the prospect of infringing restrictions and consequential fines.

'Give Way' controls can improve safety by ensuring that drivers behave in an appropriate manner when manoeuvring.

**ISSUES**

Until recently Corban Revell Lawyers, who are tenants of part of the West Wave/Henderson Library building, occupied five car parks to the east of the main entrance to the library. However, parking in the area to the north on the east side of the building, which is set aside for staff of the organisations occupying the building, has recently been reallocated, freeing up the five car parks to the east of the library entrance for use as public parking. It is advisable that parking restrictions be placed on these car parks so that they may be available for use by library users, and are not monopolised by users of all day parking working in the Henderson City Centre.

There is also a concern with regard to the middle turning area of the car park outside the recreation centre. At this location, it has been reported that many drivers are failing to look left when turning right from the centre isle in the car park and that has resulted in a number of near miss accidents in this part of the car park. A 'Give Way' control at this point would help remind drivers of the need to check both ways when turning in the car park.

A16

The location and extent of the proposed changes are indicated on the attachment at page A16.

## RESOURCES

The proposed alterations can be implemented under the current 2004/2005 Parks maintenance and operational budget.

## CONCLUSION

The proposal to install a new 'Give Way' control in the West Wave/Henderson Library car park is desirable as it will allow better demarcation of traffic turning priorities in the car park. The proposal to install new parking restrictions in the eastern area of West Wave/Henderson Library car park is also desirable as it will allow a better allocation of limited parking resources in the car park.

## RECOMMENDATIONS

1. That the New 'Give Way' and Parking Controls - West Wave/Henderson Library Car Park report be received.
2. That in relation to the **WEST WAVE/HENDERSON LIBRARY CAR PARK:**
  - a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that along the kerb of the car park from a point 4 metres south of the southern most corner of the West Wave/Henderson Library building to a point 8.5 metres further south **3 'P180' PARKING SPACES** be put in place.
    - (ii) that along the kerb of the car park from a point on the kerb 11 metres east southeast of the southern most corner of the West Wave / Henderson Library building to a point 12 metres further south **2 'P180' PARKING SPACES** be put in place.
    - (iii) that in the car park at a point 20.5 metres west northwest on a line which is perpendicular with the west wall of the West Wave/Henderson Library building where that line passes through a point on the west wall of the building which is 63 metres north of the building's west most corner to a point 4 metres south southwest, a **'GIVE WAY'** control be established.
3. That the appropriate marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking restrictions and **'GIVE WAY'** control.

Report prepared by: Paul Schischka, Transport Engineer.



## 14 CLASSIFICATION OF COVIL PARK, TE ATATU

### PURPOSE OF THE REPORT

The purpose of this report is to classify Covil Park under the Reserves Act 1977.

### BACKGROUND

Covil Park is accessed from Covil Avenue, Te Atatu South and is described as part Lot 90, Deposited Plan 39914. It is shown as Open Space in the District Plan.

Covil Park was acquired by the Crown in 1952 as a recreation reserve pursuant to section 13 of the Land Subdivision in Counties Act 1946. In 1959 Lot 90 was vested in the Waitemata County Council, in trust, for recreation purposes and with the Counties Amendment Act 1961 coming into force, the ownership of Lot 90 was automatically transferred to the Waitemata City Council.

In August 2003, a report was brought before the Henderson Community Board to approve the leasing of the old Te Atatu Women's Bowling Club on Covil Park to the Iranian Community Trust. This building had been gifted to Council by the Women's Bowling Club when their membership fell below a sustainable level. The Iranian group was selected as the most appropriate tenant for this building after a process in which expressions of interest were invited and assessment made of the group's application against a set of criteria.

To make a lease possible to the Iranian group, the Board also resolved to publicly notify the reclassification of the area to be occupied by the group from recreation reserve to local purpose (community and educational buildings) reserve and, in the absence of any objections or submissions, to apply to the Department of Conservation for this reclassification.

The resolutions passed by the Board were:

- "2. That the Henderson Community Board approves the public notification of the intention to reclassify under section 24 of the Reserves Act 1977 as a local purpose (community and educational buildings) reserve the part of Lot 90 on Deposited Plan 39914 occupied by the old Te Atatu Women's Bowling Club buildings for the purposes of granting a lease to the Iranian Community Trust.
3. That it be recommended to Council that the Chief Executive be given authority in the absence of any objections or submissions on the reclassification to apply to the Department of Conservation under section 24 of the Reserves Act 1977 for the reclassification of the part of Lot 90 on Deposited Plan 39914 occupied by the former Te Atatu Women's Bowling Club buildings as a local purpose (community and educational buildings) reserve as specified in section 23 of that Act for the purposes of granting a lease to the Iranian Community Trust.
4. That the Chief Executive be delegated authority to negotiate and execute a lease under section 61 of the Reserves Act 1977 with the Iranian Community Trust for the footprint of the building and shed on Covil Park."

1680/2003

The proposed reclassification was publicly notified and no objections or submissions were received in response.

## ISSUES

Council has applied to the Department of Conservation for the reclassification of part of Covil Park and further research into the situation by the Department has revealed that Covil Park has not been classified as a recreation reserve.

With the passing of the Reserves Amendment Act 1983, local authorities are now empowered to resolve to classify reserves like Lot 90 without recourse to the Department of Conservation.

A17 A plan attached at page A17 (SO 333730) shows the two areas it is now recommended that the Board classify.

To rectify this situation and to allow the lease to proceed, it is appropriate that this Board recommend to Council that Section 1 on this plan be classified as a local purpose (community and educational buildings) reserve and that Section 2 be classified as a recreation reserve in line with its use for passive recreation and the purpose for which it was originally vested in Council.

## CONCLUSION

It is suggested that the Board recommend to Council that the area occupied by the Iranian Community Trust be classified as a local purpose (community and educational buildings) reserve and the balance of the reserve as recreation.

## RECOMMENDATIONS

1. That the Classification of Covil Park, Te Atatu report be received.
2. That the Henderson Community Board recommends to Council that Section 1 on SO Plan 333730 be classified under section 16(2A)(d) of the Reserves Act 1977 as a local purpose (community and educational buildings) reserve as defined in section 23 of that Act.
3. That the Henderson Community Board recommends to Council that Section 2 on SO Plan 333730 be classified under section 16(2A)(d) of the Reserves Act 1977 as a recreation reserve as defined in section 17 of that Act.

Report prepared by: Alastair Dougal, Solicitor: Legal Services.



## 15 CITIZENS ADVICE BUREAU PARKING IN HENDERSON

### PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board on the issues relating to reserved parking for members of the Henderson Citizens Advice Bureau.

### BACKGROUND

At the Community Board meeting of 6 May 2004 a report was requested on the legal issues relating to reserved parking; including the possible provision of parking in respect of Justice of the Peace services (728/2004). It was requested that the report include any implications with regard to charge parking proposals, and also full details of any reserved parking provisions and permits which are currently applicable.

Citizens Advice Bureau volunteers were, allegedly, at one time granted a dispensation allowing them to park in the Ratanui Street car park for longer than the normally allowable time. However, no such arrangement has been in place since at least March 1998.

With the impending construction of the new Unitec and Henderson Library in the Ratanui Street/Trading Place areas, the Citizens Advice Bureau has shifted from their old premises at 5 Ratanui Street to leased premises at 7 Trading Place. As part of this lease, four dedicated parking spaces are provided for Citizens Advice Bureau workers.

## ISSUES

### Legal Issues

Section 591A of the Local Government Act 1974 provides that a Council may make such bylaws as it thinks fit as to the use of parking places and transport stations. Furthermore, the section provides that Council may make bylaws to reserve any specified parking place for use by members of the judiciary, medical practitioners and so on. This part of the 1974 Act has not been repealed by the Local Government Act 2002.

Council's bylaw on parking places (Bylaw No. 7, section 9) provides in 9(3) that *"the Council may from time to time by resolution....limit any parking place...or any specified part thereof to vehicles belonging to or used by particular persons or to vehicles used for particular public purposes"*.

So while it is clear that Council may by resolution limit any parking place for the use of vehicles belonging to any particular person or class of persons, to date it has chosen not to do so. This may well be considered to be sound policy

On the question of parking for those providing Justice of the Peace services, Section 591A(1) of the Local Government Act 1973 states that *"...the council may make such bylaws as it thinks fit as to the use of parking places and transport stations, and in particular - (b) Reserving any specified parking place or transport station for use, either generally or at specified times, only by members of the judiciary, medical practitioners, members of the diplomatic corps or consular corps, or disabled persons as defined in section 2 of the Disabled Persons Community Welfare Act 1975"*.

The Shorter Oxford Dictionary defines "judiciary" as a body of judges or people having judicial power. While there is no definition of judiciary in New Zealand statute law, such definitions of the word "judge" as do occur in statute exclude Justices of the Peace (s.2 Courts Security Act 1999; s.5, Judicial Conduct Commissioner and Judicial Conduct Panel Act 2004) and the only occasions in statute when a Justice of the Peace is considered to be a judge is when that Justice of the Peace is sitting in Court (s. 2, Evidence Act 1908). This would clearly not be the case when a Justice of the Peace is attending at a Citizens Advice Bureau.

### Parking Issues

There are parking pressures throughout the Henderson Central Business District, in part, due to the redevelopment taking place in the area. However, in addition to the four parks provided as part of the Citizens Advice Bureau's lease, there is ample long and medium term parking available within 100 metres of the Citizens Advice Bureau office.

Charge parking proposals were adopted by the Finance and Operational Performance Committee at their June 2004 meeting (1020/2004). At the Alderman Drive car park there are more than 100 timed and 70 pay and display car parks available, while the Falls Park car park has more than 140 pay & display spaces available. It is considered that this provides more than ample available parking for both Citizens Advice Bureau staff and the general public at no cost or at a very low cost

There are, at present, no reserved parking areas set aside for particular groups (other than parking for the disabled) in public car parks in the city. This is a policy followed by most, if not all, cities in New Zealand.

### **RESOURCES**

There are no resource issues.

### **CONCLUSION**

Council has to date chosen not to set aside areas for parking for specific groups. It is considered that this is a sound policy which avoids Council opening itself up to requests from groups who may well consider their claim to preferential parking as well founded as that of the Citizens Advice Bureau. While it is legally possible for Council to pass a resolution setting aside specific areas for specific persons, it is recommended that the routine provision of parking continue to be managed by Council's parking services officers.

### **RECOMMENDATION**

That the Citizens Advice Bureau Parking in Henderson report be received.

Report prepared by: Alastair Dougal, Solicitor: Legal Services and Colin Waite, Manager: Parking Services.



## **16 TE ATATU PENINSULA WALKWAY - CHAPMAN STRAND TO TAIPARI STRAND DETAILED DESIGN**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present developed design plans for Te Atatu Peninsula Walkway from Chapman Strand to Taipari Strand to the Henderson Community Board for approval.

### **BACKGROUND**

The concept plan for the recommended walkway route was presented to the Henderson Community Board in November 2003. This concept was recommended to the Board as the most feasible option that was considered to satisfy both the issues raised by the local community during the consultation process, and Council's long term goal to complete a continuous public walkway around the Peninsula coastline.

The concept for the recommended route was approved in principle by the Henderson Community Board in November 2003, however more detailed information was requested to enable the Board to make an informed decision on the future direction of the project, and to be assured that the community understand the full effect and exact location of the proposed route.

Following the Community Board decision, a survey was commissioned in order to plot the recommended route more accurately, and more detailed plans and cross sections were produced using the survey base data. This information was then taken back to the Community to enable residents to gain a better understanding of the proposed alignment and to provide the opportunity for further comment.

This report outlines the feedback gained from the Community, and the developed design plans accompanying this report incorporate the changes made in response to the issues raised.

## **STRATEGIC CONTEXT**

Proposals to develop walkways in Te Atatu Peninsula support the Council's Urban and Rural Villages and Green Network Platforms. In summary, these platforms aim to provide public facilities that team with people as well as providing the linkages between the Waitakere Ranges and the sea through the Green Network.

## **ISSUES**

### **Developed Design Process**

The walkway alignment was marked out on site with pegs and then surveyed to provide contour information between the mudflat and the top of bank at locations of the recommended walkway route. Significant trees, vegetation drip lines, existing jetties and structures and existing paths and the top and bottom of bank were also surveyed. Chart Datum tidal information was then converted to ground level in order to plot the height of the boardwalk in relation to the adjacent ground level, to avoid tidal inundation.

The recommended walkway route was subsequently reviewed and revised, including consideration of the following factors:

- Disabled access (e.g. feasibility of achieving grades suitable for wheelchairs, pushchairs, elderly and the like).
- Options for avoiding close proximity to residential boundaries, and utilising natural barriers where possible to minimise potential security and safety issues.
- Opportunities to vary the walkway experience and maximise the benefits of elevated views, proximity to the water, bush trails etc.
- Opportunities to minimise the extent of boardwalk in the Coastal Marine Area (CMA), by using the esplanade reserve unless no reasonable alternative exists.
- Options to avoid effects on significant trees.
- Options to integrate the walkway as much as possible with the natural contours of the site, and to minimise potential visual effects .
- Investigating options in further detail where the walkway alignment intersects with existing jetties.

### **Proposal Description**

The proposal comprises a combination of floating pontoons, fixed boardwalks and bridges in the Coastal Marine Area, and cantilevered boardwalks on sloping sites, and gravel and concrete paths in the esplanade reserve. This would complete stage 3 of the walkway connection around Te Atatu Peninsula and continue on from the two existing stages of the walkway which have been successfully completed, providing public access to and along the foreshore. The intention is to provide a varied and attractive walkway experience with elevated views and interaction with the water and coastal environment, which meets disabled access requirements and increases recreational and educational opportunities for the local and wider community.

The proposed walkway will also incorporate weed removal and native re-vegetation planting in the vicinity of walkway construction and walkway entrances, interpretive and directional signage, art and sculpture, viewing platforms or council owned jetties and seating.

The proposed walkway route which was previously presented to the Henderson Community Board has been reviewed and modified based on detailed survey data and public consultation process.

The walkway route shown in the proposed detailed design plan (refer to Appendix A) is considered the most appropriate for reasons set out below.

### **Northern section (Chapman Strand to Wharf Road)**

The design features for this section provide the following advantages:

- Floating pontoons have been used in areas where the RL (reduced level) is below 1m to keep the walkway experience as close to the mudflat and water as possible. Boardwalks at the base of the cliff are as far as possible from residential boundaries, they eliminate issues with narrow eroding cliff tops. The Boardwalks have been used in areas where the reduced level is above 1m where pontoons are not feasible.
- The boardwalk and pontoon combinations allow less handrails which would be visually intrusive along the coastal margin.
- Floating pontoons and boardwalks will increase opportunities for interaction with the water and increase public awareness of the coastal environment and its values through access and use of interpretive signage.
- Access off Tawa Rd will be via a stairway. However, this does not limit continued access as no stairways are required along the walkway, this will increase access for public with pushchairs and disabilities, all of the grades comply with 1 in 12 disabled access standards.
- Benched or cantilevered sections of walkway will be constructed where it is necessary to build the walkway away from residential boundaries. It is possible to construct the walkway within esplanade reserve to reduce consent risks in the coastal marine area and avoid other conflicts with existing jetties and by bridging roots of the large pohutukawas overhanging the mudflats.
- The benched sections have been used where feasible to reduce cost but with also used with discretion to minimise the amount of cut earthworks required, which would be difficult to remove from site. As a result there will be less earthworks and tree removal in the esplanade reserve.
- Hand rails will be required along most cantilevered and benched sections of walkway and at the Tawa Rd access stairway due to the steep grades of the cliff face.
- Opportunities to vary the walkway experience and capture water views through natural gaps in the bank vegetation and mangroves have also determined the location of passing bays and resting spots along the walkway.
- Provision of a purpose built public jetty in a location closest to the open river channel provides additional opportunities for recreation and small groups to gather.

### **Southern section (Wharf Road to Taipari Strand)**

The design features for this section provide the following advantages:

- By crossing the inlet with a floating pontoon and boardwalk through the mangroves and a bridge across the main channel the continuity of the walkway is maintained and effects on adjoining residents are considerably reduced. The bridge allows public access for watercraft without masts through the channel and has been located back from the small headland at Matipo Inlet to minimise any potential adverse visual effects on the coastal landscape.
- The existing walkway connection back to Matipo Road along the seawall can be retained and upgraded, with the addition of a section of boardwalk below #1 Wharf Road, which will minimise potential effects on this property.

- A cantilevered then benched path will provide a gentle transition between the boardwalk and the top of the cliff, while reducing effects on houses built very close to the property boundary.
- The path along the top of the cliff is set back sufficiently from adjoining properties, it is cost effective and there are wide views up and down Henderson Creek.
- A section of ramped cantilevered boardwalk below #14 & #16 Renata Crescent provides continuous disabled access through the entire southern section and is set-back in area of bank away from immediate coastal edge and would be visually screened by large existing Pohutukawa trees, (the ramp is subject to bamboo clearance to allow more detailed geotechnical and survey information but is feasible at a concept level).
- Hand rails will be required along the cantilevered sections.
- The section of boardwalk below Creif Place provides a more pleasant and direct route, and avoids difficult terrain, this section will also require handrails.
- Provision of a purpose built public jetty in close proximity to Matipo Inlet provides additional opportunities for recreation and small groups to gather and is a good spot for bird watching and fishing.

### Consultation

The revised developed design plans were mailed out to all residents living adjacent to the esplanade reserve, and all residents and key stakeholders previously involved in the public consultation process. An invitation was extended with this mail-out to attend an informal consultation 'drop-in' evening to view the drawings and provide feedback. Two evenings were held, with good attendance at both.

The feedback received through consultation on the developed design plans was in general very positive, with the majority of feedback focussed on constructive comments made by residents for minor changes. At this point in the process it can be stated with some confidence that excluding the option for no walkway at all along this section of the peninsula, the community are in agreement that the best possible option has been achieved.

Minor modifications have been made to the plans as a result of the most recent public consultation workshops, and it is considered that subject to these changes the walkway route has been finalised.

A18-A23

Details of the consultation process are attached at pages A18 to A23.

### Consents

Resource consents will be required from the Auckland Regional Council and Waitakere City Council

### RESOURCES

The Annual Plan 2004/2005 provides funding to complete the detailed design and commence the resource consent process.

### CONCLUSION

The draft concept plan for the section of Te Atatu Peninsula walkway from Chapman Strand to Taipari Strand has a higher overall cost to develop than that of previous concept proposals. However, the detailed design has taken into consideration the opinions of local residents, access for mobility impaired, coastal consent constraints, environmental and educational opportunities, recreational opportunities and financial and engineering design constraints.

If Henderson Community Board approves the proposed walkway route, consents will be lodged with Waitakere City Council and Auckland Regional Council as the proposed route passes through the Coastal Marine Area which is controlled by the Auckland Regional Council. It is anticipated that the Auckland Regional Council will publicly notify this consent and allow three months for the public to lodge submissions on the proposal.

Construction will commence the financial year following consent being granted by Waitakere City Council and the Auckland Regional Council.

### **RECOMMENDATIONS**

1. That Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Detailed Design report be received.
2. That the developed design plan for Te Atatu Peninsula Walkway from Chapman Strand to Taipari Strand be approved.

Report prepared by: Alan Duxfield, Parks Assets Project Manager.



## **17 HENDERSON VALLEY ROAD FLUSH MEDIAN AND RELATED PARKING RESTRICTION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval to rescind the existing no overtaking control and replace it with a flush median and associated 'No Stopping At All Times' control on Henderson Valley Road between Corban Avenue and 55 Henderson Valley Road, Henderson.

### **BACKGROUND**

A flush median is a painted central traffic line with painted diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties and to safely separate opposing traffic. Flush medians have a traffic calming effect by reducing carriageway widths.

The Long Term Council Community Plan and Annual Plan provide \$50,000 for development of flush medians where required on arterial and some collector roads.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Some 30% of Waitakere urban traffic crashes occur when vehicles are crossing/turning to or from side streets/properties, and flush medians are an effective treatment. Flush medians also reduce head-on, overtaking and rear end crashes, and generally calming the traffic flow.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear, and can be applied where there are centre traffic islands.

## ISSUES

Henderson Valley Road is a regional arterial route with a traffic volume of approximately 16,500 vehicles a day. There are a total of 32 reported accidents on Henderson Valley Road between Border Road and Woodruffe Avenue for the 5 years 1998 to 2003, including 5 serious and 7 minor injury accidents. From the 32 accidents, there were 17 crossing/turning crashes, 8 rear-end crashes, 5 lost control crashes and 2 changing lane crashes.

This project comprises of approximately 950 metres of new median markings on Henderson Valley Road between Border Road and the existing median at 63 Henderson Valley Road. The proposed portion of flush median between Border Road and Corban Avenue is located within Waitakere Ward and a report for the proposed work has been forwarded to the Waitakere Community Board for approval.

A24

'No Stopping At All Times' control is recommended on the inside curve of Henderson Valley Road between properties No.55 to No.63 to improve the visibility lines for traffic on Henderson Valley road and vehicles exiting the properties. A plan showing the extent of the proposed flush median and 'No Stopping At All Times' control is attached at page A24.

The project is predicted to have benefits to the community through a reduction in the number and severity of crashes on the route. The Transfund's Project Evaluation Manual states that the installation of new flush medians in urban areas reduces the number of accidents at the site by 25% on average in this case, which amounts to about \$120,000 savings per year on Henderson Valley Road between Border Road and Woodruffe Avenue. The \$120,000 accident savings are for the wider community such as damage to properties, insurance costs and medical costs. The estimated cost of the proposed work is \$9,000.

The owners/residents of the properties whose frontages are affected by the proposed 'No Stopping At All Times' parking control have been consulted in writing and no objections have been received.

## RESOURCES

The Henderson Valley Road Flush Median project has been provided for in the Annual Plan 2004/2005 and will be funded from the subsidised Minor Safety Projects budget. The flush median will be installed under the existing Road Marking Maintenance contract.

## CONCLUSION

The Henderson Valley Road Flush Median has been recommended for construction based on high public benefit from crash reductions and to calm traffic on this arterial route. Funding is allocated for this project in the Annual Budget. Associated 'No Stopping' controls are recommended to further facilitate efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## RECOMMENDATIONS

1. That the Henderson Valley Road Flush Median And Related Parking Restriction report be received.
2. That in relation to **HENDERSON VALLEY ROAD, HENDERSON:**
  - a) That all existing parking restrictions or limitations currently applicable to Henderson Valley Road imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - i) on the centre of the carriageway on **HENDERSON VALLEY ROAD**, from a start point at Corban Avenue to an end point at 67 Henderson Valley Road, the existing '**NO OVERTAKING LINES**' to be removed and not reinstated.
    - ii) on the centre of the carriageway on **HENDERSON VALLEY ROAD**, from a start point at Corban Avenue to an end point 500 metres further north, a '**FLUSH MEDIAN**' be put in place.
    - iii) on the west kerb line of **HENDERSON VALLEY ROAD**, from a start point on the north side of driveway 63 Henderson Valley Road to an end point 120 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Vinh Bui, Transport Engineer, Transport Assets.



## 18 COMMUNITY BOARD MINOR PARK PROJECTS 2004/2005

### **PURPOSE OF THE REPORT**

The purpose of this report is to introduce the Community Board Minor Park Projects and to seek decisions from the Henderson Community Board on the appropriate allocation of budget for the 2004/2005 Financial Year.

### **BACKGROUND**

The Community Facilities and Recreation Committee adopted the idea of a discretionary budget for allocation by the Community Boards for parks capital development projects in December 1999. In the Annual Plan for the 2004/2005 financial year, the Council has allocated a total of \$100,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth within the ward, and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$24,000
Massey Ward	\$30,000
New Lynn Ward	\$29,000
Waitakere Ward	\$17,000

A secretary's report was sent to all Community Board members in August 2004. It was outlined to the Board that proposals had also been requested from Resident and Ratepayer groups and the Youth Council.

### **STRATEGIC CONTEXT**

The idea of a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Open Forum and other consultation processes. These projects generally are not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects, is however an important means of meeting local needs within the community. It is recognised that Community Boards, being the main link between Council and the local community, are the best decision making body to determine the priority for meeting these local needs.

### **ISSUES**

The following principles provide the framework for decision-making regarding the funding of individual projects:

1. The funds are to be used for Park Development projects - this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
2. A maximum of \$10,000 can be spent on any one project in each financial year.
3. Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria, however the decision as to final priority rests with the Community Board.

## POSSIBLE DEVELOPMENT PROJECTS

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of standard park products. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

<b>Project Type</b>	<b>Approximate Cost Including consents, supply &amp; installation</b>
Basketball half court	\$12,500
Petanque court (single)	\$4,200 with Pavers to perimeter
Sealing an existing gravel car park 250m <sup>2</sup>	\$11,500 for 10 car parking spaces
10 metre length of path with Edging	\$750 - gravel \$1125 - concrete
Creating/extending a gravel car park	\$6000 for 10 car parking spaces
10 metre length of boardwalk	\$3800
Set of two swings with bark under surfacing, Scuff mats, new edging and local drainage (new stand alone park)	\$15000
Set of two swings with scuff mats in an existing playground	\$4500
Seesaw with bark under surfacing in an existing playground	\$3000
Small playground for children under 5 with bark under surfacing	\$17,000
Macrocarpa bench seat	\$1100
Macrocarpa picnic table	\$1700
Town Centre/Urban Seat	\$750
Town Centre/Urban picnic table	\$1800
Walkway light (near power supply)	Approx \$5500 Each installed – depends on distance of supply cable to each.
Information Sign	\$3000
Park Entrance Sign	\$1500
Electric BBQ	\$7000
Community Art Project	\$5000
Small skate ramp- on existing slab	\$10,000
Planting –specimen trees	\$175 per tree
Planting – shrubbery	\$700 for 10 m <sup>2</sup>
Barrier fencing	\$500 for 10 metres
Drinking Fountain (near water supply)	\$2500
Drainage	\$2000 for 10 metres
Standard Rubbish Bin	\$1000 per bin
Timber steps & handrail	\$4000 for 10 metres

To date there has been little response from the Community Groups. The board will be provided with a schedule prior to the meeting and updated at the meeting on any new projects received. The projects received are outlined below with their estimated costs. Any unallocated funds can be carried over for the new Community Board to allocate.

## PROJECT PROPOSALS

### 1.0 Te Atatu Residents and Ratepayers

	Description	Preliminary Assessed Cost
Jack Pringle Park Playground equipment	Install Two Swings in Playground	\$4,500
Harbourview South Signage	Install interpretation Sign	\$3,000
McLeod Park Playground Equipment	Playground Equipment Two Swings	\$4,500
Te Atatu Peninsula Art Project	Art Project Te Atatu entrance or commercial area	\$5000
Spinnaker Strand Boardwalk	Installation of a path link to existing boardwalk near waterline at Spinnaker Strand	\$10,000
Te Atatu South Park Basketball/Netball Half court	Installation of a Basketball/Netball Hoop Half court	\$12,500

### 2.0 Te Atatu Peninsula Community House Society

Project Locations	Description	Preliminary Assessed Cost
Kaumatua Reserve Rubbish Bin	Installation of Rubbish Bin by Picnic Table	\$1,000
Kaumatua Reserve Information Sign	Installation of Information Sign	\$3,000
Te Atatu Peninsula Town Centre Picnic Table	Installation of Picnic Table within community House Grounds	\$1,700

### 3.0 Te Atatu Peninsula Sports Clubs

Project Locations	Description	Preliminary Assessed Cost
Jack Colvin Park Drainage	Repair Drainage to No 2 Training Area.	\$20,000

### 4.0 Waitakere Cricket Club Inc

Project Locations	Description	Preliminary Assessed Cost
Te Atatu Peninsula Park	Install Bench seat	\$1,100

## CONCLUSION

The Community Board has been granted a discretionary budget for park capital development projects for allocation towards projects of \$10,000 or less value in parks. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. The decision on the priority for expenditure lies with the Community Board.

## RECOMMENDATIONS

1. That the Community Board Minor Park Projects 2004/2005 report be received.
2. That the Community Board determines the priority for expenditure of the 2003/2004 Community Board Minor Park Projects Budget.

Report prepared by: Katharine Slack, Parks Project Manager.



## 19 WALKWAY OF FAME

### PURPOSE OF THE REPORT

The Henderson Community Board is requested to make a decision on candidates to be included in the "Walkway Of Fame", which is situated in Catherine Mall.

### BACKGROUND

This project is now in its fourth year. It was initiated on the suggestion of Community Board Member Barry Shaw, who first proposed a Walkway of Fame to promote community pride and to provide an interesting public feature in the town centre.

High-profile Waitakere identities have their hand or foot imprint etched into granite slabs in the Walkway along with suitable text acknowledging their achievements.

Those featured on the Walkway so far come from a cross section of the arts, sport, politics, Maoridom and the community.

### STRATEGIC CONTEXT

The Walkway of Fame supports a number of Council's objectives, most particularly in the area of urban villages by improving the appearance and community focus of the Henderson town centre. It strengthens local communities through celebrating success and acknowledging role models.

The project also further demonstrates the City's commitment to installing functional art in public spaces.

### ISSUES

As in previous years, public nominations for inclusion in the Walkway were called for through local newspapers, the City Newsletter and could be made on-line, through the City's website.

In addition, all Elected Members were asked to forward suggestions.

While Board Members are welcome to make suggestions at this meeting, a shortlist has been drawn up as follows:

- Former Chief Justice and member of the Supreme Court, Dame Sian Elias (grew up in Titirangi);
- Speaker of the House, the Rt Hon Jonathan Hunt (New Zealand's longest serving Member of Parliament);
- The Governor General, Dame Sylvia Cartwright (former Henderson District Court judge);
- Academy Award Director, Andrew Adamson (grew up in Massey);
- Former Crown Lynn head and sportsman Sir Tom Clarke (who has previously been inducted into the City's Business Hall of Fame);

A25

A brief biography of each candidate is attached at page A25.

Criteria for selection are that the person must be nationally (or internationally) recognised and they must have been born, lived, or have worked in the Waitakere area.

The Board is asked to approve two candidates for induction this year (with a third to be recommended as a "substitute" should one of those chosen not accept the offer/is not available etc).

The method used for etching images and text onto the paving stones in the Mall has proved a success. The black granite stones are durable and safe (a non-slip sealant is applied). It is proposed that this method and style of presentation used in the past be continued.

The lead-time for producing and installing the tablets is around four weeks. On-site work includes lifting existing flagstones, which will be replaced by the new granite tablets. A temporary surface will be installed for safety reasons. Once candidates are selected and the tablets produced, it is proposed that a public "unveiling" ceremony be held in late October or November.

## **RECOURSES**

There is budget in the Annual Plan 2004/2005 for this project. This will allow the installation of two new stones into the Walkway.

## **CONCLUSION**

The Walkway of Fame project has been running since 2000 and recognises local identities who have achieved national, or international, recognition in their field. The Henderson Community Board is asked to make a selection of candidates for the Walkway of Fame 2004. The first two, in priority order, will be initially invited to participate.

## **RECOMMENDATIONS**

1. That the Walkway of Fame report be received.
2. That the Henderson Community Board selects three candidates - in priority order - for inclusion in the Catherine Place Mall "Walkway of Fame" (the first two of which will be initially invited to take part).

Report prepared by: Wally Thomas, Director: Public Affairs.

