



**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, 6 MAY 2004,  
COMMENCING AT 6.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 8 April 2004

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 8 April 2004, 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


The Chairperson will give a verbal report at the meeting.






## 7 COMMITTEE SECRETARY'S REPORT

ISSUE	COMMENTS	REPORTING OFFICER
Boards Submission to the 2004/2005 Annual Plan	<p>The Board is aware of the submission process and has either completed or made arrangements for a process to complete a submission to the 2004/2005 Annual Plan. The closing date for receiving submissions is 13 May 2004. The Board to formally sign off their submission need to:</p> <ul style="list-style-type: none"><li>• Resolve to make a submission to the 2004/2005 Annual Plan; and</li><li>• Delegate authority to the Chairperson or other Board Member(s) to sign off the Board's submission and submit it by 13 May 2004.</li></ul>	Dick Guy  836 8000 ext 8416

ISSUE	COMMENTS	REPORTING OFFICER
<p>Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)</p> <p>2 October 2003 Resolution 2018/2003</p>	<p>This is a request for an annual update following the last report, which was submitted to the Board on 2 October 2003. Due to the Local Government Elections on 9 October 2004, the reporting date will be brought forward to 2 September 2004.</p>	<p>Charlie Inggs  836 8000 ext 8854</p>
<p>Speed Humps in Colvil Avenue, Te Atatu South</p> <p>4 December 2004 Resolution 4302/2003</p>	<p>Until the Te Atatu Corridor Study outcomes are resolved Transport Assets are unable to report on this item.</p>	<p>Ross Hill  836 8000 ext 8737</p>
<p>Taipari Strand</p> <p>5 February 2004 Resolution 50/2004</p>	<p>A community weed day was held on Saturday, 3 April 2004. This was organised by a community member. Council provided weeding bins and the Weed Free Trust supervised.</p>	<p>Debbie Chapman  836 8000 ext 8303</p>
<p>44 Matuhi Rise Sewer and Stormwater Overflows</p> <p>5 February 2004 Resolutions 48/2004 and 50/2004</p>	<p>The catchment area to be surveyed for infiltration. Notices will be posted soon and inspection work carried out between 27 April and 25 May 2004. Faults identified will be followed-up with the property owners.</p>	<p>Richard Taylor  836 8000 ext 8227</p>
<p>Edmonton School, Progress of Tender and Works in School Road</p> <p>5 February 2004 Resolutions 50/2004 and 56/2004</p>	<p>The construction of the parking bay commenced during March and was expected to be completed during April 2004.</p>	<p>Adam Moller  836 8000 ext 8750</p>
<p>Reserved Parking for Citizens Advice Bureau Volunteers in the Edmonton Road Carpark</p> <p>4 December 2003 Resolution 4301/2003</p>	<p>Legal Services are looking into this matter further, in conjunction with the Council's Manager: Parking Services. A full update will be provided to the Henderson Community Board meeting on 3 June 2004.</p>	<p>Charlie Inggs  836 8000 ext 8854</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>Footbridge at Corban Estate to be named Opanuku Bridge</p> <p>4 February 2004 Resolution 266/2004 and 2 October 2003 Resolution 2018/2003</p>	<p>The situation is unchanged in that Council is still waiting on the Principal of Henderson High School to get back to Council on this issue, All the necessary 'approaches' have been made by Council and the Principal has indicated that he is happy to take it to his Youth Council. The responsible officer from the Public Affairs has been on annual leave and will be asked to fast-track the matter on his return.</p> <p>Once the outcome of this consultation process is known, the matter will be referred to Te Taumata Runanga, before being brought back to Henderson Community Board on 3 June 2004</p>	<p>Naomi McCleary  836 8000 ext 8550</p>

REPORTS PENDING			
SUBJECT	DATE REQUESTED	REPORT DUE	REPORTING OFFICER
Te Atatu Motorway - Traffic Management	6 March 2003 Public Forum	6 May 2004	Ross Hill  836 8000 ext 8737
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution 2018/2003	2 September 2004	Adam Moller  836 8000 ext 8750
Sabulite Road Intersection with Great North Road - Parking Congestion Enforcement - Secretary's Report	4 February 2004 Resolution 63/2004	3 June 2004	Colin Waite  836 8000 ext 8017

### RECOMMENDATIONS

1. That the Secretary's Report be received.
2. That the Henderson Community Board make a submission to the 2004/2005 Annual Plan.
3. That the Chairperson or other Board Members be given delegated authority to sign off the Henderson Community Board's submission.

Report prepared by: Charlie Inggs, Team Manager Democracy.



**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.	Brenda Brady
Keep Waitakere Beautiful Committee	Camille Nakhid
Liaison Officer for Waitakere District of the New Zealand Police	Barry Shaw (Alternate: Bill Postlewaight)
Henderson Creek Reserves Management Plan	Camille Nakhid (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 Residents & 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)
City-Wide Voluntary Planning Group on the Celebration of Waitangi Day - February 2004	Barry Shaw
Henderson and Sunnyvale Rail Station Upgrade Consultation	Wayne Davis

<b>HENDERSON COMMUNITY BOARD SUBCOMMITTEES</b>	
Street Events Subcommittee	Barry Shaw
Henderson Creek Reserves Management Subcommittee	Camille Nakhid
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 **GREGG PLACE- PARKING PROBLEMS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval to install 'No Stopping At All Times' controls around the cul de sac head and a 'Parking Time Restriction' along the western side of Gregg Place.

### **BACKGROUND**

At the Henderson Community Board Meeting held on 5 February 2004 a resident of Gregg Place raised the issue of obstruction and safety problems caused by vehicles parked in Gregg Place especially before and after school hours. Gregg Place provides a back entrance to the Sunnyvale Primary School.

The Henderson Community Board considered this matter and resolved as follows:

*“That the chief executive be requested to bring back a report on parking restrictions around Sunnyvale Primary School”.*

49/2004

### **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 and 'Parking Time Restrictions' can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

A Transport Engineer and the Road Safety Co-ordinator visited Gregg Place on a school day just before the school closing time and met with the concerned residents and subsequently a full site inspection was carried out to understand the situation.

Gregg Place is a short and narrow cul de sac street with an average carriageway width of 5.9 metres. At the time of the inspection parents' cars were occupying both sides of the road reducing the width available for other vehicles to less than three metres, making it nearly impossible for the passage of other vehicles. Some cars were seen parked on the footpath blocking more than half the width of the footpath. This situation has an adverse effect in case of a fire or an accident, as there will be no space for a fire truck or for an ambulance to pass through. According to the residents there is no traffic congestion outside school opening and closing times.

Thereafter Transport Assets Staff had a meeting with the Principal of Sunnyvale Primary School to discuss the draft proposal that had been already prepared.

A1 As agreed with all the parties involved, it is proposed to impose a parking time restriction on western side of the road during school opening and closing times. In addition, to prevent motorists parking around the narrow cul de sac, a 'No Stopping At All Times' control is recommended around it, refer to the map attached at page A1.

All the residents have been consulted about the proposal and no objections have been received.

## RESOURCES

The work in Gregg Place can be accommodated within the 2003/2004 annual maintenance budget.

## CONCLUSION

The proposal for the subject 'Parking Time Restriction' and 'No Stopping At All Times' controls in Gregg Place is desirable from a safety perspective.

## RECOMMENDATIONS

- 1 That the Gregg Place- Parking Problems report be received.
2. a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Gregg Place imposed by any prior resolution (including resolution of any former authority) 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 parking limitations and restrictions be now resolved to be specified and imposed namely:
- a **'NO STOPPING AT ALL TIMES'** control be put in place, starting from the northern boundary of 6 Gregg Place continuing around the cul de sac head, ending at the northern boundary of 5 Gregg Place.
  - a **'PARKING TIME RESTRICTION'**; **'NO PARKING - 0845 AM TO 0915 AM AND 0245 PM TO 0315 PM MONDAY TO FRIDAY'** be put in place on the western side of Metric Place, starting from a point 30 metres south of the northern boundary of 2 Metric Place and ending at the northern boundary of 6 Gregg Place.
3. That the appropriate signage and/or markings, in accordance with 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: Upali Ileperuma, Transport Engineer: Transport Assets.



## 10 NEW 'NO STOPPING AT ALL TIMES' CONTROLS - WOODRUFFE AVENUE, HENDERSON

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new 'No Stopping At All Times' control in Woodruffe Avenue, Henderson.

### BACKGROUND

A business based at 5 Woodruffe Avenue has requested that new 'No Stopping At All Times' lines be installed next to either side of the driveway to the businesses at numbers 3 and 5 Woodruffe Avenue, to permit trucks easy access on to the properties and to improve sight distance when exiting the businesses' driveways. Woodruffe Avenue is a short road providing access to a small industrial area from Henderson Valley Road at its west end. At its east end it meets with Rabone Street, a short no exit street.

### 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

Numbers 3 and 5 Woodruffe Avenue share a common access way that provides access to four businesses. Two of these businesses, Classic Sheetmetals Limited and The Gentleman's Cabinetmakers Limited regularly receive deliveries by large trucks. Currently these trucks have trouble accessing the property and often have to back into the driveway of another business across the road before they can access number 5 or 7 Woodruffe Avenue. The manager of The Gentleman's Cabinetmakers Limited is also concerned that vehicles parking close to the driveway are restricting sight distance for drivers leaving the property.

It is proposed that the Community Board resolve to install a new 7 metre long 'No Stopping At All Times' control either side of the access way to numbers 3 and 5 Woodruffe Avenue. The surrounding businesses have been consulted by letter about the proposal. No replies to the proposal were received.

A2 The location and extent of the proposed no stopping line is indicated on the map attached at page A2.

## RESOURCES

The proposed new parking control markings can be implemented under the 2003/2004 maintenance budgets.

## CONCLUSION

The proposal to install a new 'No Stopping At All Times' control outside numbers 3 and 5 Woodruffe Avenue is desirable to improve the accessibility of the property for trucks in the narrow portion of the street.

## RECOMMENDATIONS

1. That the NEW 'No Stopping At All Times' Controls - Woodruffe Avenue, Henderson report be received.
2. That in relation to **WOODRUFFE AVENUE, HENDERSON:**
  - a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Woodruffe Avenue imposed by any prior resolution (including resolutions of any former authority) 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 authorized 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:
    - on the south kerb line of Woodruffe Avenue starting from the west side of the access way serving numbers 3 and 5 Woodruffe Avenue to a point a further seven metres west, a new '**NO STOPPING AT ALL TIMES**' control be put in place;

- on the south kerb line of Woodruffe Avenue starting from the east side of the access way serving numbers 3 and 5 Woodruffe Avenue to a point a further seven metres east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
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 no stopping at all times restriction.

Report prepared by: Paul Schischka, Transport Engineer.



## 11 NEW 'STOP' CONTROL - INTERSECTION OF HEPBURN ROAD AND AKATEA ROAD

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new 'Stop' control on Hepburn Road at its intersection with Akatea Road.

### BACKGROUND

A resident of Hepburn Road living close to the intersection has raised the issue of drivers failing to look left when turning at this intersection.

### 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.

'Stop' controls can improve safety at intersections by ensuring that drivers behave in an appropriate manner at intersections where approach site distance is limited.

### ISSUES

The intersection in question is a T-junction with Hepburn Road making a ninety-degree left turn at the location where it intersects with Akatea Road. Hepburn Road forms both the stem and left side branch of the T, whilst Akatea Road forms the right side branch.

It is proposed to replace an existing 'Give Way' control on the stem of the T-junction on Hepburn Road with a 'Stop' control. The property on the western corner of the intersection has a concrete block boundary wall on the corner with some small trees on the road reserve side which limit sight distance for drivers approaching the intersection from the southwest along Hepburn Road looking northwest along Hepburn Road for possible hazards. As sight distance is limited at the intersection a 'Stop' control is warranted.

The possibility of removing the small trees has been considered however this would only increase sight distance slightly, and the bare wall would be a target for graffiti.

The resident who made the initial request for a 'Stop' control reports that on one occasion as he reversed out of his driveway his car was hit by a driver who failed to check left at the 'Give Way' control. Additionally he has experienced several near misses.

The occupants of the surrounding properties have been consulted by letter about the proposal. No replies to the proposal were received.

## RESOURCES

The proposed alterations can be implemented under the 2003/2004 maintenance contracts.

## CONCLUSION

The proposal to install a new 'Stop' control at the intersection Hepburn Road and Akatea Road is desirable to improve safety at this intersection.

## RECOMMENDATIONS

1. That the New 'Stop' Control - Intersection of Hepburn Road and Akatea Road report be received.
2. That in relation to **HEPBURN ROAD, HENDERSON:**
  - a) That the existing '**GIVE WAY**' control currently in place at the intersection of Hepburn Road and Akatea Road imposed by any prior resolution (including resolutions of any former authority) 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 '**GIVE WAY**' control 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,
    - That a '**STOP**' control be established on Hepburn Road on the south-western approach to its intersection with Akatea Road.
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 stop control.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 AMBERLY AVENUE GIVE WAY CONTROL

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the approval of the Henderson Community Board to establish a 'Give Way' control on Amberly Avenue at its intersection with Flanshaw Road.

### **BACKGROUND**

Flanshaw Primary School Council has raised the issue of child safety at the pedestrian crossing in front of the school on Flanshaw Road. Council staff have assessed the issues relating to the complaint, and consider that a 'Give Way' Control is warranted at this intersection.

### **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.

'Give Way' controls are an effective way of clarifying traffic priorities and reducing crashes and ensure efficient and safe movement on roads.

### **ISSUES**

The non-existence of a priority traffic control at the intersection can confuse drivers especially when turning left in to Flanshaw Road from Amberly Avenue. Drivers may look only to their right and turn in to Flanshaw Road without paying any attention to the activity on the crossing just around the corner. School Patrols have seen or experienced quite a few near misses.

A3 Council staff investigated the concerns raised and established that a 'Give Way' control is an effective way of improving driver attention on both sides of the road, refer to the map attached at page A3.

The residents whose frontages are affected by the proposed 'Give Way' control were consulted. No objections were received.

### **RESOURCES**

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road Marking Maintenance budgets.

### **CONCLUSION**

The proposal to establish 'Give Way' control on Amberly Avenue at its intersection with Flanshaw Road is an effective way to improve traffic and pedestrian safety at this intersection.

### **RECOMMENDATIONS**

1. That the Amberly Avenue Give Way Control report be received.

2. That in relation to **AMBERLEY AVENUE AND FLANSHAW ROAD**:
  - a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Amberly Avenue and Flanshaw Road, imposed by any prior resolution (including resolutions of any former authority) 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:
    - A '**GIVE WAY**' control be established on Amberly Avenue at its intersection with Flanshaw Road.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said '**GIVE WAY**' control.

Report prepared by: Upali Ileperuma, Transport Engineer.



## 13 PARKING PLACE: RAILSIDE AVENUE, HENDERSON

### PURPOSE OF THE REPORT

The purpose of the report is to disestablish the 15-minute parking restrictions between 2 to 14 Railside Avenue and have them replaced with a 30 minute parking restriction.

### BACKGROUND

At the meeting of the Henderson Community Board on 4 March 2004 Councillor Brenda Brady queried what had happened to a petition concerning the 15 minute parking restrictions in Railside Avenue. A report was requested from the Chief Executive on the matter.

A4-A5

Consequently a petition was delivered to Council signed by 20 businesses affected by the parking restrictions and is attached at pages A4 to A5. The 15-minute parking restrictions were initially put in place because of the Post Office, at that time located in Railside Avenue. Now that the Post Office has shifted the need for the short term parking restriction has changed. The petitioners have all requested a 30-minute parking restriction.

### STRATEGIC CONTEXT

The Waitakere City Council's "Integrated Transport and Communication" platform provides the strategic context for this report. The vision is for transport systems that are focussed on meeting the essential needs of all, for access, communication and safety.

## ISSUES

The revocation of any prior resolution imposing any restriction or limitation applicable to the particular place.

The formal imposition of new restrictions applicable from the date of such resolution.

In each case the relevant signage and/or markings are also required to be put in place pursuant to the Traffic Regulations 1976.

## RESOURCES

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road Marking Maintenance budgets.

## CONCLUSION

That the Waitakere City Council put in place those parking restrictions as requested by the petitioners from Railside Avenue Henderson Town Centre.

## RECOMMENDATIONS

1. That the Parking Place: Railside Avenue, Henderson report be received.
2. That in relation to **RAILSIDE AVENUE, HENDERSON TOWN CENTRE**:
  - a) That all prior resolutions including resolutions of any former authority specifying or imposing any parking restriction or limitation applicable to Railside Avenue, Henderson Town Centre as specified hereunder be hereby revoked.
  - 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 parking limitations and restrictions be now resolved to be specified and imposed namely:
    - on the eastern side of Railside Avenue approximately 12 metres from the intersection of Great North Road in a southerly direction for approximately five metres a **'P30'** parking restriction;
    - on the eastern side of Railside Avenue approximately 40 metres from the intersection of Great North Road in a southerly direction for approximately 45 metres a **'P30'** parking restriction
3. and, 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: Colin P. Waite, Manager: Parking Services.



## 14 RELOCATION OF WAITEMATA MAORI WARDENS TO TUI GLEN RESERVE

### PURPOSE OF THE REPORT

The report recommends to the Henderson Community Board that they approve the lease of three buildings on Tui Glen Reserve to the Waitemata Maori Wardens.

### BACKGROUND

The Maori Wardens have been located at Ratanui Street since 1995 on a month to month tenancy. This building has always been scheduled for redevelopment and identified to be demolished. The purposes being the development of the UNITEC/Council development to be built at this location.

The building is programmed for demolition commencing 18 May 2004 with vacant possession required by 18 May 2004.

The Citizens Advice Bureau and Grey Power, who also shared the building, have now been successfully relocated.

The area tenanted by the Maori Wardens is approximately 93m<sup>2</sup>. The premises were provided on a rent free basis in recognition of the warden's services to the community, and the poor condition of the building and the fact it was to be demolished. The Maori Wardens refurbished their part of the building at their own cost as initially it was not in a reasonable enough state to rent out.

### COUNCIL DECISION TO ASSIST IN RELOCATION

Council decision to assist in relocation must be seen in light of a resolution from the 15 December 1999, Council meeting:

*"That, in relation to accommodation for occupants of the former Ratanui Medical Centre building other than the Citizens Advice Bureau, the Council resolve as follows:*

- (A) *That Council endeavour to find space for the existing occupants of the Ratanui Street building on a temporary, month by month tenure with no guarantee of long term accommodation being provided.*
- (B) *That some level of rental be charged to the groups, with the level of rental and subsidy to be determined in accordance with the Community Assistance Policy.*
- (C) *That any relocation and fit out costs associated with the shifting of occupants of the Ratanui building be met by those occupants.*
- (D) *That longer-term decisions in relation to provision for and assistance to the current occupants of the Ratanui building be made through the broader work being undertaken on Social Sector needs in relation to Henderson*

4768/99

Recently the Maori Wardens made an informal presentation before the Council Meeting, 25 February 2004. The Wardens highlighted the service they provide and the benefits they deliver to the community and their presentation was warmly received by Council. Council requested that a report be written to address the costs and options of relocating the Maori Wardens at Tui Glen Reserve and also Council's long term options of accommodating the Maori wardens. This report will be considered by the Finance and Operational Performance Committee. The Henderson Community Board has the delegation to approve the lease on reserve land at Tui Glen.

## OVERVIEW OF MAORI WARDENS COMMUNITY SERVICE

The Maori Wardens primarily provide a patrol service to the community, particularly targeting the railway yard area and Henderson Central Business District. Their service goes the extra mile and attempts where possible to identify the cause in individuals delinquent behaviour, often using links with other organisations such as the Maori Women's Welfare League, to attempt to address these issues.

Through a more conciliatory community based approach the Maori wardens have been very successful in reducing crime in the areas they have targeted. Most of their services are voluntary however they do have a financial agreement with Transrail to provide security services on the trains. The income helps towards their outgoings.

Through strong links with local Iwi and Whanau, local gangs and the police, their mostly non-confrontational approach provides significant community benefit through safer streets and private/public space throughout the city.

### Other Councils Level of Support - Auckland Region

Maori Wardens receive significant support throughout the Region.

- Manukau City provide facilities at three locations. The Wardens are not charged any lease costs but are required to cover outgoings such as power and telephone;
- Mangere Town Centre: A Skyline type garage shed of 37 m<sup>2</sup>, which is used as a base for six local wardens;
- Otara Town Centre: Offices of 156m<sup>2</sup> are provided for six to eight Maori Wardens also on a 24/7 basis. This facility is shared with other Pacific Islands warden groups, the Maori Wardens occupy approximately 1/3 of the area;
- Manurewa Town Centre: A purpose built Portacom like building of 40m<sup>2</sup> used as a base for six wardens;
- Central Auckland: The New Zealand Police provide rent-free accommodation for five Maori Wardens in the Fort Street area and the Wardens claim Auckland City contribute financially. The facility is approximately 50-60m<sup>2</sup>;
- Helensville: Rodney District provides shared use of the Citizens Advice Bureau for four wardens;
- Waitemata Maori Wardens seek or have received financial support from Community Organisation Grants (COGS - Department of Internal Affairs), Youth At Risk funding (Te Puni Kokiri) Local community trust grants where available. Most warden members are volunteers.

### STRATEGIC CONTEXT

Through support of the wardens the city public safety is increased. While mainly focussed on young Maori at risk, their services contribute to many of Waitakere City's core strategies.

### Waitakere City Five Priorities

The relocation of Maori Wardens to Tui Glen is consistent with Councils commitment to:

- The Treaty of Waitangi;
- Building a safe city.

### **Waitakere City Nine Platforms**

Through making a safer city particularly focussing on Tui Glen, Henderson and New Lynn Central Business District and the railways the Maori Wardens service contributes to three of the nine platforms:

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

### **Improving Safety In Waitakere**

A Good Practice Guide for Council Staff (November 2003).

The location of Maori wardens at Tui Glen will contribute to the following key objectives:

- Lower levels of crime;
- Safe public places.

### **Waitakere City Wellbeing Strategy**

The location of Maori Wardens at Tui Glen will contribute to the wellbeing strategies:

- Maori Sector - Local Government Role: (as put forward by Te Taumata Runanga) Strengthen relationship with existing processes and Groups e.g. safe Waitakere and Maori Wardens (p12).
- Community Safety Sector - Maori Crime Prevention Strategy (p29).

### **RESERVES MANAGEMENT PLAN**

While a lease to the Maori Wardens is not specifically identified in the Henderson Creek Reserves Management Plan (which was adopted in July 2003), policy 2.5 of the plan states that a safe environment should be provided for reserve users. There have been significant problems with violence and vandalism in Tui Glen and there is little doubt that the wardens' presence and patrols will significantly reduce crime, protect natural and non-natural amenities and promote greater use of the reserve by the public who presently regard it as unsafe.

The premises to be occupied will be within the Proposed Accommodation Lease Area as identified in the Tui Glen Reserve Concept Plan (p73).

Policy 9.5 of the plan provides as follows: *"To use the control of lease agreements to ensure the most effective and equitable use of the Henderson Creek reserves and facilities"*. This policy goes on to provide in its implementation provisions: *"Continue the leasing of areas within the reserves to provide for community use and well-being. The leases of facilities such as buildings will be reviewed when the opportunity arises, to ensure maximum potential of the reserve is realised for the community"*. There is no doubt that the presence of the Maori Wardens on Tui Glen will assist in realising the potential of Tui Glen as a useful community reserve.

Policy 9.6 is to keep the Reserves Management Plan under regular review - At the next opportunity it is recommended the Maori Wardens be listed as a community lease occupying premises on the reserve (p68). This should be done following the Amendment to a Management Plan process as outlined in section 41(2) of the Reserves Act.

## **IWI CONSULTATION AND SUPPORT**

Consultation has been undertaken with Local Iwi as to their support of the Maori Wardens in relocating to Tui Glen Reserve. Ngati Whatua and Te Kawerau a Maki both have indicated their strong support for the services provided by the Maori Wardens and their suitability in locating in the Tui Glen Reserve.

## **SERVICE DELIVERY PROPOSAL**

The Maori Wardens operate under the Maori Development Act 1962. All Maori Wardens throughout New Zealand are warranted under this Act. Waitemata Maori Wardens are a charitable incorporated Trust, to enable them to seek and retain public grants, which are used to provide services within the greater Waitakere Community.

The Maori Wardens are proposing a two-fold community service.

At Tui Glen the Maori Wardens propose for two wardens to sleep over which will enable periodic patrols of the area during the night, thus providing supervision of the reserve on a 24 hour, seven day week service for 365 days a year.

While not a direct comparison but of value to note a single commercial security guard charge out rates would be \$30 per hour. To provide a single guard at the reserve on a 24 hour seven day basis would cost Council \$262,000.

The wardens would also continue to patrol the Henderson Central Business District and known trouble areas including the railways and New Lynn centre on much the same basis as they presently do. The community benefit of this work has been discussed above.

The wardens have also discussed that they will make their facilities available for the Maori Woman's Welfare League, which will allow them to provide counselling, and advocacy services targeting young Maori at risk.

## **COUNCIL FACILITIES PROPOSAL**

- A6 It is proposed that Council refurbish the single cottage marked A on the plan at page A6 and lease to the Waitemata Maori Wardens as their office facility. It is also proposed that subject to funding being successfully sought by the Wardens from The Waitakere Licensing Trust a further two Flats be leased marked A on the plan attached at page A6.

### **Single Cottage**

- A6 It is proposed that Council refurbish the Cottage marked A on the plan attached at page A6 to enable the Maori Wardens to move to the premises by the 18 May 2004.

### **Additional Two Flats**

The two flats (marked A on the Plan) are proposed to be leased to the Wardens to allow a presence to be maintained in the reserve throughout evening and overnight periods. The proposal is subject to funding being granted by the Waitakere Licensing Trust.

A five year lease over all three buildings is proposed.

## **FUNDING**

The proposed rental for the buildings is \$150 per annum in rent and outgoings being paid by the Tenant.

## ISSUES AND RISKS

The buildings it is proposed to lease to the Maori Wardens are located on part Lot 12, Deposited Plan 6760 which is a recreation reserve under the Reserves Act 1977. It is proposed that a lease be granted to the Maori Wardens under section 54(1)(d) of that Act in that the presence of the wardens on the reserve are necessary to enable the public to obtain the benefit and enjoyment of the reserve. As such leases are within the scope of the management plan the lease does not need to be advertised or approved by the Department of Conservation. As the Maori Wardens will be staying overnight on the reserve at times, it is proposed that the wardens involved in this activity will be made Park Rangers under section 8(1) of the Reserves Act 1977. The Director: City Services has the authority to appoint Park Rangers. This will strengthen their relationship with the reserve and provide Park Ranger powers under section 93 of the Reserves Act 1977. The overnight accommodation enables periodic patrols of the Tui Glen Reserve and the Central Business District. Provision will specifically exclude residential tenancy, as this is not the intention of lease.

A recreation reserves lease falls with the delegated authority of the Henderson Community Board to approve. The Finance and Operational Performance Committee has delegated authority for approving funding and overall Council support for the proposal. The Community Board must exercise its delegations within the overall Strategic and Annual Plan framework of the Council.

## CONCLUSION

The relocation of Maori Wardens to Tui Glen will enable to wardens to continue with their valuable service to the Community as a whole, and address some specific security concerns at Tui Glen reserve.

Other Councils in the Auckland Region support the Maori Wardens, and Waitakere City's support would be consistent with this approach.

Support of the Wardens service is linked directly to Councils Strategic direction ranging from the five priorities through to the Waitakere City Wellbeing Strategy.

Council has historically supported the Waitemata Maori Wardens with rent-free premises in Trading Place.

The community benefit generated by the Maori wardens will far outweigh the costs associated with locating them at Tui Glen Reserve.

## RECOMMENDATIONS

1. That the Relocation of Waitemata Maori Wardens to Tui Glen Reserve report be received.
2. That subject to approval of funding for renovation works by the Finance and Operational Performance Committee, the Chief Executive be delegated authority to negotiate and execute a lease under section 54(1)(d) of the Reserves Act 1977 with the Waitemata Maori Wardens Trust Incorporated for the cottage at Tui Glen.
3. That subject to funding from the Waitakere Licensing Trust, the Chief Executive be delegated authority to negotiate and execute a lease under section 54(1)(d) of the Reserves Act 1977 with the Waitemata Maori Wardens Trust Incorporated for the two flats at Tui Glen.

Report prepared by: Rex Harland, Property Assets Manager and Duncan Miller, Property Assets Team Leader.



15 **HENDERSON CHARGE CAR PARKING TRIAL**

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceedings of this meeting, namely: Henderson Charge Car Parking Trial.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"><li>Henderson Charge Car Parking Trial.</li></ul>	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"><li>enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</li></ul>	<p>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- The report contains information which if released would affect Council's negotiations.*

