



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

# HENDERSON COMMUNITY BOARD

I hereby give notice that a Meeting of the Henderson Community Board will be held on:-

**DATE:**        Thursday,        3 November 2005                                **TIME:**        6.30 pm

**VENUE:**        Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City

to consider the business as set out herein and to take any necessary action connected therewith.

28 October 2005

Audrey Chan  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8603

### MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairperson)
Mr	WS	Bainbridge (Deputy Chairperson)
Cr	AK	Corban, OBE, JP
Cr	DE	Gilmour
Mrs	HM	Jones
Mr	SJ	McDonald
Mr	LJF	Nobilo, JP

(Quorum 4 members)

★★★★★★★★★★

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON THURSDAY, 3 NOVEMBER 2005, COMMENCING AT 6.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Thursday, 6 October 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 6 October 2005, 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

### Public Forum will take place at 7:00 pm

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 Officer.



## 6 CHAIRPERSON'S REPORT

We all continue to be busy with meetings and workshops being held over the past month and now the build up to Christmas has commenced. The Mayor in his September 2005 report spoke about Community Boards and their role. He has agreed to meet and discuss with all Community Board members further delegations and roles.

### **Waitakere Central**

I have been on a tour of these buildings and can see that they have been built for the future and will stand the growth of the City in good stead for many years to come. I have asked the Mayor if all Community Board Members could be taken on a tour and he has agreed to organise.

### **Workshops**

There have been many this past month and our Board has been well represented.

### **Levels of Service**

These were very informative and asked the hard questions on our aspirations for the City and the funding levels required to achieve this. We also received better understanding of requirements for our ward over all aspects of service.

### **Housing for the Elderly**

Another well attended workshop with many questions being asked. I have asked that another workshop be held when we have received all the responses from the residents living in this housing. I know we all agree that this issue needs addressing.

### **Representation Review**

I have attended four workshops on this, two Council as the Chairman and two Community Board. The changes to ward boundaries, number of elected members and reasons for those were debated by all present with an open mind. I congratulate Deputy Mayor Carolynne Stone for her excellent chairmanship of the Councillors workshop. Her balanced approach really puts issues into perspective. I also thank those Councillors who took the time to attend the Community Board workshop.

### **Charter Parade**

This will be held on the 11 November 2005 in Te Atatu Peninsula and the two plaques, one to Whelan Hazard who died in World War II and the other to all those who died serving their country will be dedicated. I feel very proud that our Board is involved in this event.

### **Long Term Council Community Plan Meetings**

Another interesting process which gives greater insight to the Council and Local Government act requirements.

### **Xmas Parade**

The Te Atatu Parade and Fun day will be held on Saturday, 3 December 2005 from 9:00 am - 2:00 pm. These events are getting more and more difficult to organise for the Community with so many rules and requirements that volunteers are seriously considering how long they can continue to be involved.

### **Minor Park Projects**

At our last meeting we allocated \$24,000 this is totally inadequate when you consider that we received requests in excess of \$100,000. I sincerely hope that through the Annual plan process greater funding will be allocated to Community Boards.

### **Appointed Representation to Standing Committees**

I believe that this would be undemocratic given that every three years the people of this city elect who they feel would represent them best. That is their decision to make and we must all abide by the wishes of the majority.

### **RECOMMENDATIONS**

1. That the Chairperson's Report be received.
2. The Henderson Community Board is delighted with the Mayors invitation to discuss increased delegations and roles for Community Board members and looks forward to a meeting with him to develop his ideas.

Elizabeth Grimmer, MNZM

**CHAIRPERSON**





7 **COMMITTEE SECRETARY'S REPORT**

A1

Issue	Comments	Reporting Council Officer
<p>A Representative for the Te Atatu Resident's and Ratepayer's Association Incorporated</p>	<p>A formal request has been received from the Te Atatu Resident's and Ratepayer's Association Incorporated inviting the Henderson Community Board to appoint a representative to attend meetings of the Te Atatu Resident's and Ratepayer's Association Incorporated.</p> <p>A copy of the letter is attached at page A1.</p>	<p>Ngareta Delamere ☎ 836 8000 ext 8552</p>
<p>Update on Work in Tui Glen Reserve</p>	<p>The Henderson Creek Reserves Management Plan, adopted by Council in 2003, included a concept plan for Tui Glen Reserve. It is proposed to carry out the work shown in this concept plan, in stages, over the next two years.</p> <p>Some work has already been carried out with funding allocated in the 2004/2005 Annual Plan budget, for example:</p> <ul style="list-style-type: none"> <li>• The heritage jetty has been built and will be available for kayak hire in the future;</li> <li>• The old Parks depot has been cleared and is intended to be leased to the New Zealand Motor Caravan Association for short stay accommodation;</li> <li>• The Tui Glen section of the cycle/walkway has been constructed.</li> </ul> <p>Funding was allocated in the 2005/2006 Annual Plan to continue the work of upgrading the park. Stage 1 will include extending the existing road so that the road forms a complete one-way circuit, upgrading and extending pathways, providing additional car parking down by the new jetty, developing rain gardens and upgrading the electricity network, which may involve moving the transformer and under grounding new lines. It is proposed that these works will be tendered in late October 2005 and undertaken in January - March 2006. The work should be carried out with minimum interruption to existing services.</p> <p>Stage 2 of the physical works will include removing old areas of seal used by the caravan park, reinstating lawns, upgrading the existing road, providing additional off-road parking and upgrading the park storm water system. It is anticipated that the funding required for Stage 2 will be allocated in the 2006/2007 financial year.</p>	<p>Mandy McMullin ☎ 836 8000 ext 8792</p>

A2

Issue	Comments	Reporting Council Officer
	<p>Attached at A2 is a Landscape Proposal Plan prepared by Boffa Miskell showing the work carried out and indicating Stages 1 and 2 of the works.</p> <p>Also underway are the following:</p> <ul style="list-style-type: none"> <li>• The grant of a lease to the New Zealand Motor Caravan Association for the use of the old depot site for short term parking for members only motor caravans;</li> <li>• The grant of a lease to Outdoor Discoveries to operate a license for hiring kayaks to the public from the jetty. The jetty will be open to the general public to use alongside this operation, which will allow members of the public to hire kayaks.</li> </ul>	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Update	4 August 2005 Resolution No: 1492/2005	8 December 2005	Tony Miguel  836 8000 ext 8294
Levels of Service Consultation	8 September 2005 Resolution No: 1765/2005	8 December 2005	Tony Miguel  836 8000 ext 8294

**RECOMMENDATIONS**

1. That the Committee Secretary's Report for 3 November 2005 be received.
2. That the Henderson Community Board appoint a representative from the Community Board to attend the Te Atatu Resident's and Ratepayer's Association meetings.

Report prepared by: Ngareta Delamere, Committee Secretary.



## 8 WAITEMATA HARBOUR FORESHORE RESERVES MANAGEMENT PLAN

### PURPOSE OF THE REPORT

The purpose of this report is to bring before the Henderson Community Board the proposed reserves to be included in the Waitemata Harbour Foreshore Reserves Management Plan, to seek approval to publicly notify the intention to prepare a draft Management Plan for the Waitemata Harbour Foreshore Reserves that lie within Waitakere City, and to request that the Community Board establish and elect two representatives to a Joint Subcommittee with delegated authority to oversee the passage of the Management Plan.

### BACKGROUND

The management of all reserves is governed by the Reserves Act, 1977 (the Act). Under the Act, Council is required to prepare Reserve Management Plans for all reserves vested in its care. The process for preparing a Reserve Management Plan, including the requirement for consultation, is clearly set down in the Act. The purpose of a Reserve Management Plan is to guide the use and development of the reserves included in the Plan and, while Plans may require to be amended due to changing circumstances, they are otherwise expected to have a life expectancy of ten years.

The Parks Planning section of Waitakere City Council are responsible for the preparation of Reserve Management Plans. Funding is allocated every year through the Annual Plan for the preparation of Reserve Management Plans. The Parks Reserve Management Plan Programme allows for two Reserve Management Plans to be undertaken every financial year. The Reserves Management Plan Programme requires that, of these two Plans; one is a collective or comprehensive Plan for a cluster of related *Local* or *Green Network* reserves, and one is an individual Plan for a single *City-wide* reserve. Reserve Management Plans for City-wide reserves are governed by the City Development Committee while collective Plans for Local reserves are overseen by the appropriate Community Board.

### STRATEGIC CONTEXT

The Waitemata Harbour Foreshore Reserves Management Plan will promote the Green Network, which is an approach to integrate native ecosystems on private and public land, by recreating a vegetated link between the Waitakere Ranges and the sea. The goals of the Green Network are to: provide ecosystem protection, form ecological corridors, enhance the landscape, enhance public access to natural areas, mitigate hazards and protect water quality.

The Waitemata Harbour Foreshore Reserves Management Plan will be prepared in the context of the Parks Strategy which provides guidelines on the management of parks within the City. The objectives and policies outlined in the draft Plan will fall under the objectives of the Parks Strategy which aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints. The Parks Strategy categorises all reserves into City-wide, Neighbourhood and Local reserves according to their values, their function and user group.

The objectives and policies and any concept plans developed as part of the Waitemata Harbour Foreshore Reserves Management Plan will also be in accord with the Waitakere City Council Leisure Strategy, draft Heritage Strategy and the Long Term Council Community Plan.

### ISSUES

There are 80 local esplanade reserves along the shoreline of the Waitemata Harbour that are proposed to be included in this comprehensive Reserve Management Plan. Collectively they span the shoreline from Whenuapai in the north to New Lynn in the south east, and cross three Wards; Massey, Henderson and New Lynn.

The delegated authority to oversee and adopt Management Plans for Local reserves lies with Community Boards. The Waitemata Harbour Foreshore Reserves Management Plan includes local reserves and spans three Wards, requiring input from three Community Boards. In addition, the foreshore, taken as a whole entity is a City-wide Green Network corridor, requiring input from the City Development Committee.

All reserves (other than local purpose reserves) are required under the Act, to have a current Reserve Management Plan. The process of developing a Reserve Management Plan is set down in the Act and includes a public consultation process, including two rounds of public submissions. The second round of submissions is to a draft Plan and at this stage, submitters have the opportunity to speak at a hearing where the Community Board or Council committee then deliberates on proposed amendments to the draft Management Plan and pending amendments, adopts the Plan.

### **Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee**

The hearing for submissions to the Plan would involve three Community Boards. Under Section 120(1)(c) of the Reserves Act, Council, as the administering body, is authorised to appoint a special committee to hear the submissions.

As the Waitemata Harbour Foreshore Reserves Management Plan spans the Massey, Henderson and New Lynn Wards and is a City-wide Green Network corridor, it is proposed that three Community Boards establish a Joint Subcommittee with delegated authority to oversee the passage of the Plan, including the hearing of submissions to the draft Plan and make recommendations on amendments and the subsequent adoption of the Plan.

While input to this Joint Subcommittee will be at the discretion of the Community Boards concerned, it is recommended that due to the consideration of other issues, the City Development Committee and Te Taumata Runanga are both represented by one Member on this Joint Subcommittee.

The majority of these reserves are narrow, linear esplanade strips. They are generally undeveloped but have very high potential recreational and environmental values. Their recreation values are in providing public access to the coastline and waterways, a matter of national importance under the Resource Management Act, and passive recreation opportunities. Their ecological values are in providing opportunities for the restoration of the margins of the coastline and its tributaries.

The preparation of a collective Reserve Management Plan for these reserves allows the shoreline to be seen as a whole and the management and development of the reserves to be undertaken in an integrated fashion. In particular, weed control and ecological restoration, along with the development of walkways, seating and signage, will benefit from a collective approach and ensure that similar management approaches are put forward for the reserves. By outlining a range of policies that cover all the reserves, as well including specific details for particular reserves, a management approach can be adopted to ensure consistency throughout the foreshore reserves.

The Waitemata Harbour Foreshore Reserves Management Plan does not include the Local 'inland' reserves of the three Wards. These reserves are different from the reserves along the foreshore in both their values and functions and will be the subject of separate Management Plans, Massey Ward Local Reserves Management Plan currently being underway.

There are no operative Reserve Management Plans for any of the Waitemata Harbour Foreshore Reserves included in this Reserve Management Plan.

A3-A4

Attached at pages A3 to A4 is a list of all the reserves to be included in the Management Plan.

The preliminary programme for the development of this Management Plan is outlined in the following chart:



## RESOURCES

Work on the Waitemata Harbour Foreshore Reserves Management Plan will be undertaken by the Parks Planning Section of Waitakere City Council.

Funding has been allocated from the 2005/2006 Annual Plan to undertake this and other Management Plans. A budget of \$70,000 has been allocated from that funding to produce this Reserve Management Plan.

The process for preparing Reserve Management Plans allows for the creation of an Advisory Group to oversee the processing of a Plan. An Advisory Group will consist of members from the Community Board, relevant Council officers and representatives of the community and other interested parties. It is recommended that such an Advisory Group be established by the Subcommittee in order to consider the ideas and suggestions which have been raised for the development of the parks and the wide range of issues around these reserves and to guide development of the Waitemata Harbour Foreshore Reserves Management Plan.

## **CONCLUSION**

The Waitemata Harbour Foreshore Reserves Management Plan is made up of the reserves that lie along the foreshore of the Waitemata Harbour between Hobsonville and New Lynn and spans three Wards. Combined, the reserves are a City-wide Green Network asset.

Community Boards have delegated authority to approve Reserve Management Plans and exercise the powers of the Council under the Reserves Act 1977 relating to local parks and reserves. The City Development Committee have delegated authority over all other matters pertaining to reserves, as well as walkways, recreation and leisure. Under the Reserves Act, the administering body are authorised to establish a Subcommittee with authority to hear submissions on the draft Management Plan and make recommendations as appropriate. In view of the range of responsibilities of the various delegations involved in the preparation of this Plan, it is suggested that a Subcommittee be established including two representatives from each of the Massey, Waitakere and Henderson Community Boards and one from the City Development Committee and one from Te Taumata Runanga. A Chairperson should be appointed by the Joint Subcommittee from its membership in order to oversee the entire passage of this Plan.

The development of an integrated Reserve Management Plan for all the Local esplanade reserves along the foreshore of the Waitemata Harbour within Waitakere City will ensure community involvement in the development and management of these reserves. The Reserve Management Plan will also enable a prioritisation of capital works projects for the Waitemata Harbour Foreshore Reserves to be considered through the Long Term Council Community Plan 2007/2008 development process.

## **RECOMMENDATIONS**

1. That the Waitemata Harbour Foreshore Reserves Management Plan report be received.
2. That the Henderson Community Board, in conjunction with the New Lynn and Massey Community Boards, establish the Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee, and appoint two representatives to the Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee to oversee the preparation of the Waitemata Harbour Foreshore Reserves Management Plan with the scope of delegation as follows:

The Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee shall report to the Massey, Henderson and New Lynn Community Boards. Where the Subcommittee is not empowered to act it shall report to the Community Boards and make recommendations as necessary.

## FIELD OF ACTIVITY

To prepare and recommend the preparation of the Waitemata Harbour Foreshore Reserves Management Plan, including preparing the consultation plan and programme and the hearing of submissions to the draft Plan, and to make recommendations to the Massey, Henderson and New Lynn Community Boards regarding the adoption of the Waitemata Harbour Foreshore Reserves Management Plan.

## MEMBERSHIP

The Joint Subcommittee shall comprise:

2 Members appointed by the Henderson Community Board

2 Members appointed by the Massey Community Board

2 Members appointed by the New Lynn Community Board

1 Member of the City Development Committee

1 Member appointed by Te Taumata Runanga

The Mayor (ex officio)

**Quorum:** 3 Members

## DELEGATED POWERS

1. Authority to prepare and recommend the preparation of the Waitemata Harbour Foreshore Reserves Management Plan, including the adoption of the draft Plan.
  2. Authority to hear the submissions to the draft Reserves Management Plan and make recommendations to the Henderson, Massey and New Lynn Community Boards regarding the adoption of the Waitemata Harbour Reserves Management Plan.
  3. Authority to classify or reclassify local parks included in the Management Plan as recommended by the draft Plan and required by the Reserves Act 1977.
- 3 That public notification of the intent to prepare a draft Waitemata Harbour Foreshore Reserves Management Plan be undertaken in February 2006.
  4. That a report be brought to the first meeting of the Subcommittee outlining a detailed programme for the management plan process and requesting nomination of representatives to be on an internal Advisory Group for the Management Plan.

Report prepared by: Mandy McMullin, Reserve Management Planner.



## 9 TE ATATU PENINSULA PARK DRAFT RESERVE MANAGEMENT PLAN

### PURPOSE OF THE REPORT

The purpose of this report is to bring before the Henderson Community Board the draft Reserve Management Plan for the Te Atatu Peninsula Park as requested by the Community Board at their 6 October 2005 meeting.

### BACKGROUND

Under the Reserves Act 1977, Council is required to prepare Reserve Management Plans for all reserves vested in its care. The process for preparing a Reserve Management Plan is clearly set down in the Reserves Act 1977.

The Parks Planning section of Waitakere City Council are responsible for the preparation of Reserve Management Plans. The Reserve Management Plan programme allows for two new Reserve Management Plans to be undertaken in every financial year, generally one comprehensive or group Plan for the *Local* reserves of a Ward or group of Green Network or esplanade reserves, and one single plan for each *City-wide* reserve. Reserve Management Plans for City-wide reserves are governed by the City Development Committee while Plans for Local and Neighbourhood reserves are overseen by the appropriate Community Board.

In December 2004, the City Development Committee approved the preparation of a Reserve Management Plan for Te Atatu Peninsula Park, a City-wide Sports park located within the Henderson Ward.

The intention to prepare the Reserve Management Plan was publicly notified in February 2005, and submissions to the Reserve Management Plan closed in April 2005. During the submission period, two Open Days were held at the park and subsequently, meetings were held with all three sports codes occupying the park. By the close of submissions on 15 April 2005, 24 written submissions had been received.

An Advisory Group was set up to oversee the processing of the Reserve Management Plan and provide specialist advice. The Advisory Group for Te Atatu Park consists of one representative from the City Development Committee, two from the Henderson Community Board and Council staff from Ecowater, Leisure and Parks. The Advisory Group met on 8 September 2005 to review the preliminary draft of the Reserve Management Plan. Comments and suggestions raised at that meeting were incorporated into the draft Reserve Management Plan.

In October 2005, the draft Reserve Management Plan was taken before the City Development Committee for approval to publicly notify for a further round of submissions as required under the Reserves Act 1977. At that meeting the Committee passed the following resolution

- “1. That the Te Atatu Peninsula Park Draft Reserve Management Plan report be received.
2. That public notification of the Te Atatu Peninsula Park Draft Reserve Management Plan be undertaken in October 2005.”

1929/2005

At the Henderson Community Board meeting on 6 October 2005, the Board requested that the draft Reserve Management Plan that was considered by the City Development Committee be placed on the November 2005 agenda of the Henderson Community Board and that a copy of that draft Reserve Management Plan be given to the Members for information and one copy put in the Community Board Room.

### **STRATEGIC CONTEXT**

Wherever possible, the Reserve Management Plan will promote the Green Network, which is an approach to integrate native ecosystems on private and public land by recreating a vegetated link between the Waitakere Ranges and the sea.

The Reserve Management Plan is being prepared in the context of the Waitakere City Council Parks Strategy, which provides guidelines on the management of parks within the City. The objectives and policies outlined in the Reserve Management Plan are guided by the objectives of the Parks Strategy which aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints.

### **ISSUES**

Te Atatu Peninsula Park is a City-wide park. It is the principal sports park on Te Atatu Peninsula and serves a City-wide function as a regional centre for rugby league, soccer and cricket. The park provides sports fields and training grounds for these sporting codes, as well as a children's playground and parking area. Cricket and soccer clubrooms are present on the reserve. The park is well used, all three sporting clubs have increasing membership and there is little room within the park itself for the expansion of any one code or the development of additional facilities without impacting on other users.

Issues raised by parks users during the open days included the need to upgrade the entrance to the park, the lack of on-site parking - including disability parking, the development of a fitness trail around the perimeter of the park, the provision of a drinking fountain, seats and additional amenity planting, development of the entrance area between the two clubhouses - including the installation of an electric BBQ, and the expansion and/or relocation of the children's playground.

The main issues raised by the sports clubs were the allocation of fields, improvements to field marking and pitches, drainage, car park night lighting, the need to improve the Neil Avenue entrance and improve access to the facilities and the desire of both clubhouses to expand their buildings.

The draft Reserve Management Plan was developed with consideration to these submissions and comments. There is room in the park for further development such as a fitness trail and additional seating around the perimeter. The draft Reserve Management Plan proposes an upgraded entrance area as well as additional field drainage on the western side of the park which is currently poorly drained. This would allow better utilisation of this area, with options for the development of a full size rugby league field to the north west and a possible second field large enough for Rugby League, dependent on the relocation of two cricket wickets. The draft Reserve Management Plan also proposes the possible future purchase of private properties on the Neil Avenue road frontage should the opportunity arise. This would allow improved entrance, greater visibility, increased car parking and room to expand and/or move the children's playground.

Part 3 of the draft Reserve Management Plan includes concept plans showing possible alternatives for the park layout, with particular attention paid to the location of sports fields and cricket wickets and the redevelopment of the Neil Avenue entrance around the clubrooms. Currently these park layout plans give an indication of the possible uses of the sports fields. However, a question has been raised by a member of the Advisory Group as to whether this is entirely appropriate as field allocation is undertaken each year through a separate sports field use process. As the draft Reserve Management Plan is currently in a submission process, there is an opportunity for the Henderson Community Board to make recommendations to be included in the submissions to the City Development Committee to review the inclusion of the reference to sports codes on the layout plans.

## **RESOURCES**

Work on this Reserve Management Plan has been undertaken by Harrison Grierson Consultants Limited under the supervision of the Parks Planning Section of Waitakere City Council.

Funding has been allocated in the 2005/2006 Annual Plan to undertake this and other Management Plans. It is anticipated that the cost of producing this Management Plan will be \$40,000.

## **CONCLUSION**

The process of preparing a Reserve Management Plan for Te Atatu Peninsula Park began with the public notification of the intention to prepare a Reserve Management Plan in February 2005. During the submission period, two Open Days were held at the park and subsequent meetings were held with all three sports codes occupying the park. By the close of submissions on 15 April 2005, 24 written submissions had been received. The draft Reserve Management Plan has been developed with consideration of these submissions and comments. In addition, a preliminary draft of the Reserve Management Plan has been reviewed by the Advisory Group and comments from that meeting taken into account.

At their October 2005 meeting, the City Development Committee approved the proposal to publicly notify the draft Reserve Management Plan in October 2005 for a two month period, as required under the Reserves Act 1977. The draft Reserve Management Plan is now being brought back to the Henderson Community Board, and one copy of the draft will be made available in the Community Board Room as requested.

## **RECOMMENDATION**

That Te Atatu Peninsula Park Draft Reserve Management Plan report be received.

Report prepared by: Mandy McMullin, Reserve Management Planner.



10 **APPROVAL TO STOP A LEGAL ROAD, HARBOURVIEW ROAD, TE ATATU PENINSULA**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek a recommendation from the Henderson Community Board to Council, to stop approximately 95 metres of the eastern section of Harbourview Road, which leads to Harbourview-Orangihina Reserve, in line with schedule 10 of the Local Government Act 1974.

**BACKGROUND**

Harbourview Road, Te Atatu Peninsula, is a no exit road that finishes at a seawall on the Waitemata Harbour. Beyond the end of the road reserve there is an entry to the car park for Harbourview-Orangihina Reserve. The entry to the reserve is controlled by gates which are on a daily locking schedule.

The no exit end of Harbourview Road has space for parking 4-5 vehicles. There have been regular complaints to Council of noise and delinquent behaviour from the occupants of cars parked at the no exit end of Harbourview Road, during the hours of darkness. On many occasions people sleep in their cars, parked at this location, until day break. The area suffers from littering, with debris regularly thrown in to the foreshore. As the end of the road is a popular night time place of congregation by young drivers, the speeds reached on Harbourview Rd often exceed the legal speed limit.

**ISSUES**

The proposal is to re-classify approximately 95 metres of the eastern end of Harbourview Road as local purpose esplanade reserve, install gates, and institute a locking schedule similar to other parks in the City. The Parks locking schedule is 9:00 pm - 7:00 am in summer, and 7:00 pm - 7:00 am in winter.

A5-A6

Attached at pages A5 to A6 outlines proposed plans and a photo of the relevant section of the road.

Schedule 10 of the Local Government Act 1974, outlines clear procedures on the stopping of roads, which includes advertising the intention to stop the road and a 40 day period for objection. The road stopping process also requires that Council advise the property owners adjoining the section of road proposed to be stopped. The legal process will be commenced once Council has resolved to stop the road.

**STRATEGIC CONTEXT**

The proposal to stop the road contributes to the Green Network strategic platform by designating this reserve to protect this part of the harbour edge while still providing public access.

**RESOURCES**

The cost of implementing the road stopping process, the re-designation of the stopped road as reserve, the manufacture and installation of gates, and the relevant road signage on Harbourview Road, has been included in Parks and Open Space funding in the 2005/2006 Annual Plan. A sum of \$5,000 will be budgeted in the Parks minor works programme for the manufacture and installation of gates, with relevant signage. The cost of locking the gates on a daily basis is already covered, as part of the locking schedule for Harbourview-Orangihina Reserve.

## CONCLUSION

The eastern end of Harbourview Road prior to entering Harbourview-Orangihina Reserve, is a place that experiences regular illegal rubbish dumping and delinquent behaviour after dark. In order to minimise these occurrences, it is proposed to install a barrier approximately 95 metres prior to the end of the road, introduce a locking schedule that restricts access after dark, and vest the land as local purpose esplanade reserve.

## RECOMMENDATIONS

1. That the Approval to Stop a Legal Road, Harbourview Road, Te Atatu Peninsula report be received.
2. That the Henderson Community Board recommend to Council, to stop approximately 95 metres of Harbourview Road, Te Atatu Peninsula at the eastern end, in accordance with schedule 10 of the Local Government Act 1974.

Report prepared by: Warren Ogilvie, Operations Manager: Special Projects, Parks and Open Space.



## 11 RAILSIDE AVENUE TO ALDERMAN DRIVE AND CATHERINE MALL PRECINCTS INFRASTRUCTURE RENEWAL PROJECTS UPDATE

### PURPOSE OF THE REPORT

The purpose of this report is to bring an update to the Henderson Community Board on the detailed design stage for the Railside Avenue to Alderman Drive and Catherine Mall Precincts.

### BACKGROUND

Isthmus Group was awarded the contract in 2004/2005 to design new urban concepts for the Railside Avenue to Alderman Drive and Catherine Mall Precincts.

The scope of works includes new paving, a variety of seating at appropriate locations, community gathering places in the precincts, landscaping, and proposed places to accommodate artworks.

A project update report was brought to the Henderson Community Board on 8 September 2005 and also to the City Development Committee on 8 September 2005 to seek approval of the artworks concept and that in the event that Land Transport New Zealand did not fund the amount required to complete the precinct renewal project that Council would provide sufficient funding to enable completion of the project. At the City Development Committee 8 September 2005 it was resolved:

*“That the Railside Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects Update report be received.”*

1690/2005

*“That the artworks concept design for the Railside Avenue to Alderman Drive and Catherine Mall Precincts be approved and that further investigation be undertaken on progressing the larger art work (Kauri Tree), and that the investigation be reported back through the Arts and Events Special Committee for consideration.”*

1691/2005

*“That in the event that Land Transport New Zealand does not fund the Auckland Regional Transport Authority for the amount required to complete the Railside Avenue to Alderman Drive and Catherine Mall Precincts that Council provides sufficient funding to enable completion of the project in order to ensure the contract works can proceed.”*

1692/2005

*“That in the event Land Transport New Zealand does not fund any or part of the \$440,000 contribution sought, Council officers commence work on reapplying for any shortfall in the amount originally applied for.”*

1693/2005

The report also updated the Board and the City Development Committee on the following project processes:

- The artworks presentation and detailed design phase;
- Proposed project construction timeframe;
- Tendering process;
- Traffic management planning;
- Stevies Lane air-bridge proposal;
- Risk management and communication planning.

## **STRATEGIC CONTEXT**

The objective of implementing renewed infrastructure in the Railside Avenue to Alderman Drive and Catherine Mall precincts is to make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts controlling to the Urban and Rural Villages Strategic Platform.

The renewal of these precincts will link people directly into the proposed new transport centre in Railside Avenue. The advantages of a workable passenger transport system in the middle of the Henderson Central Business District serving a growing population will be to reduce traffic congestion. Safe vibrant streets will make sure this growing centre is easy to get around in while stimulating the local economy contributing to both Integrated Transport and Communication and Strong Innovative Economics Strategic Platform.

## **ISSUES**

### **Project Management**

A project engineer from N-Compass Project Managers has now joined the project to assist throughout the construction phase. The engineer will provide services from the tender process through to the practical completion of the construction contracts and facilitate construction issues, value engineering exercises, contract supervision between the designers and contractors, and maintain financial and project status reporting.

### **Art Works**

Subsequent to the last report to the City Development Committee the artist is now undertaking the detailed construction designs in preparation for the prototype and manufacturing exercise. The art works will be further reported to this Committee as details are available.

### **Liaison Between Henderson Projects**

It became evident in 2003 subsequent to a number of urban planning workshops for Henderson that with such an intense implementation period about to take place that there was a need for a 'Henderson Integrated Projects Group' to be put in place to ensure the proposed works programmes are integrated and to ensure an efficient co-ordinated management approach is undertaken to achieve Council's strategic objectives. A group was formed, members consisting of the Directors of the asset units and key project staff across the Council. A template of projects was developed indicating project detail, likely design and implementation budget years, this information would then inform work programmes, Annual Plan and the Long Term Council Community Plan processes.

The purpose of the Henderson Integrated Projects Group is to co-ordinate and align the Henderson projects with the Council's strategic direction, and to ensure the projects are integrated to maximise the funding and resources available to support implementation.

The Rainside to Alderman and Catherine Mall project and all other works projects currently taking place in central Henderson are being overseen by the Henderson Integrated Projects Group process to ensure design and construction alignment. The overall Henderson Integrated Projects Group co-ordinator, the principal advisor urban development, is the link between all projects.

### **Template of Street Furnishings**

In 2004 a template of furnishing was developed by Wraight Athfield Landscape Architects Limited for the new look Henderson. The template consists of a range of paving surfaces, kerb stones, seating types, tree grates, bollards, drinking fountains and bicycle racks. This template is being used in all Henderson Integrated Projects Group projects taking place in central Henderson and will be presented to private investors to also implement. This will ensure that the completed Henderson landscapes have a uniformity that is appropriate for a Central Business District.

### **Adjacent Project Related Works**

There will be a number of road and footpath trenching works taking place in the Ratanui Street to Rainside Avenue precinct during October 2005 to January 2006. These works will provide for future services capacity as Henderson develops to a multi storey Central Business District. The purpose is to place the ducting in the ground for telecommunications and water services before the new paving is positioned in early 2006. The Council's intention is to not allow any further trenching for such services in the precinct within the next five years.

### **Information Technology Ducting**

This ducting will connect services between the major Council facilities; WestWave, the new library and the Civic Centre and to provide for opportunity for future 'real time' signage in the area. The project is being delivered by a separate contractor managed by Council's Information Management unit. Works will take place from the WestWave to the library in Ratanui Street between 6 October and 9 November 2005. The section between the library and Stevies Lane will be completed in early 2006 to connect through to Waitakere Central. Works will take place up the eastern side of the roads and trenches temporarily reinstated until the new paving is placed in early 2006. Access to buildings and the pathway areas will be maintained as and where possible during the works phases.

### **Water-mains Piping Ducting**

This will enlarge the water supply capacity to the area and will be installed between Ratanui Street and Railside Avenue. These works will take place in the roadway adjacent to the kerb line on the western side of the roads. The project is being delivered by a separate contractor managed by Council's EcoWater unit. Ratanui Street works will take place between 25 October and 1 November 2005 and partial street closure will be required during one day to trench across the road in the middle of Ratanui Street. The section between Great North Road and Railside Avenue will be undertaken between 1 - 19 November 2005. The trenched areas will be fully reinstated as works are completed.

### **Telecommunication and Power Companies**

The Council has notified the public services companies that any future ducting requirements that they require to cater for future development growth should be placed in the ground at their cost while the Council is undertaking street renewal projects. They have also been advised that there will be no further road opening notices approved for the next five years. Project staff have been consulting with the companies during the detailed design stage to facilitate the implementation of such ducting.

### **Bank of New Zealand Site Works**

The Council recently completed the purchase of the parking area behind the BNZ at 1 Ratanui Street. This area will be landscaped to match the library plaza and will include a number of casual public parking spaces. A new vehicle entry is being formed from Ratanui Street into the Council site that will also enable access to the private parking area behind 369 Great North Road building and the private parking under the BNZ building. The construction works to form up the Council portion of the site will take place between 3-31 October 2005.

### **Adjacent Private Properties**

Project staff have been working with adjacent property owners and businesses over the past twelve months to encourage them to smarten up their premises in line with the Council's major investments in Henderson. The three property owners adjacent to the new library plaza have committed to improving their storm water issues, tar-sealing their leased parking areas and attending to building repairs and painting, this work is currently taking place. These are prime future redevelopment sites that intend to build in the future to interface the library plaza area. The owner of the 357 Arcade has recently started modernising the arcade with new shop fit-outs, providing high technology and security services that will attract premium tenants into the key foot connection between Great North Road and the new library precinct.

The Telecom communications building at 6 Ratanui Street is to smarten up its interface with the Council renewal project by modifications to their boundary wall and landscaping.

Several retail shop owners are currently considering new clear verandas to smarten up their premises. This initiative will allow improved natural day lighting on the footpaths and enable new night lighting and signage to be installed.

### **Construction Timeframe**

The timeframe reported to the Board and the City Development Committee in September 2005 has altered from works starting in November 2005 until February 2006. This delay has been caused while trying to align with adjacent project timeframes such as the library site and ducting trenching. It is prudent to now postpone the start of the works in this vicinity until after the Christmas period and official opening of the library and Unitec buildings.

## RESOURCES

This project is being project managed by Council throughout the concept design, detailed construction design and including the construction implementation. Isthmus Group has been commissioned to design and manage the construction phase to completion.

The total project cost for design to implementation stages is \$1,660,000.

PROJECT COSTS	CATHERINE MALL	RAILSIDE TO ALDERMAN	TOTAL
Annual Plan 2004/2005	\$100,000	\$30,000	\$130,000
Annual Plan 2005/2006	\$322,500	\$1,207,500	\$1,530,000
<b>Total</b>	<b>\$422,500</b>	<b>\$1,237,500</b>	<b>\$1,660,000</b>
Funded by:			
Waitakere City Council 2004/2005	\$100,000	\$ 30,000	\$130,000
Waitakere City Council 2005/2006	\$220,000	\$870,000	\$1,090,000
<b>Total</b>	<b>\$320,000</b>	<b>\$900,000</b>	<b>\$1,220,000</b>
Land Transport New Zealand	\$102,500	\$337,500	\$440,000
<b>Total</b>	<b>\$422,500</b>	<b>\$1,237,500</b>	<b>\$1,660,000</b>

The balance of \$102,500 and \$337,500 respectively which is not funded by Council is included in an external funding application that was made to Land Transport New Zealand in December 2004 to undertake development of the Henderson transport centre. This application also included an amount to improve and provide safe pedestrian friendly walking environments to promote the use of public transport and to stimulate the local economy by encouraging increased walking and less reliance on the use of the motor vehicle.

## CONCLUSION

The Council is committed to developing the Central Business District for Waitakere in Henderson therefore it is essential that all cross Council initiatives planned for Henderson are integrated in a timely and resource efficient manner.

The first street upgrade project RAILSIDE Avenue to Alderman Drive and Catherine Mall has been aligned with other construction works that Council units are implementing in the same timeframe such as the IT cabling, increasing water mains capacity, the transport centre street infrastructure improvements, external services utility companies and adding visual and social benefit to the Waitakere Central Library and Unitec Campus development by extending the plaza and social amenity to the other side of Ratanui Street to attract increased foot traffic into the area.

This project will establish the first of many street scale artworks for Henderson that will become iconic, expressive identity markers to act as directional connectors between streets and places along the pedestrian routes.

## RECOMMENDATION

That the RAILSIDE Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects Update report be received.

Report prepared by: Janet Hannan, Principal Advisor: Urban Development.



## 12 POSTER BOLLARDS CONTRACT PROCESS

### **PURPOSE OF THE REPORT**

The purpose of this report is to present to the Henderson Community Board the proposed positions for poster bollards within the Railside Avenue to Alderman Drive precinct renewal project and to seek retrospective approval for the existing bollard position, or a proposal for a new location, for the Te Atatu Peninsula bollard.

### **BACKGROUND**

An initial request was made to Council in late 2003 from Phantom Billstickers Limited to erect poster bollards in various locations around the City. A report was presented to the Finance and Operational Performance Committee meeting on 10 November 2003 and the Committee approved in principle the installation of the bollards.

The bollards are cylindrical 3.6m high concrete structures with down lighting from the hood with the opportunity to have the City's logo on the apex. Phantom Billstickers Limited manages the placement, removal and monitoring for graffiti of posters and "rogue" posters on the bollards. A single poster bollard would hold 30 posters for 15 events. The bollards are visited each day to ensure they are tidy and to put up new posters and replace old ones.

A contract prepared by the Legal Services Team provided a legal agreement between Phantom Billstickers Limited and Council. This was signed on 7 July 2004.

The contract provides that Phantom Billstickers Limited may apply to install 15 poster bollards around the City with a right to apply for a further 15 sites at the rate of no more than five per year. The contract runs initially for five years and they may apply for three further terms of five years. The licence fee for each site is \$500 +GST per annum.

The terms of the licence negotiated between Council and Phantom Billstickers Limited would ensure that no objectionable material is displayed and design quality is maintained.

A resource consent application for seven bollards was submitted for approval on 5 November 2004. It was a discretionary use application and was subsequently approved subject to conditions without requiring notification. Building consents were also applied for and approved. To date there have been five erected. These are located at: Glenmall, New Lynn, Te Atatu Peninsula, Westgate and the Lincoln Centre.

As a landowner, Council has an interest in ensuring that structures placed on its land are properly managed and do not cause a nuisance or hazard to any road or reserve or community centre users or adjacent properties, or adversely affect the amenities of the neighbourhood and the open space network.

### **STRATEGIC CONTEXT**

One of the nine strategic platforms of the Long Term Council Community Plan is to make the City a vibrant and enjoyable place to live, work and play by creating attractive urban space. The vision for 2020 of the Urban and Rural Villages strategic platforms is to "*have public facilities, places and spaces teem with people; the streets alive and busy*". Town Centre revitalisation and the encouragement of the arts, cultural and sporting events are also seen as an important way of building strong communities, another of the nine strategic platforms. As described by Phantom Billstickers Limited "*the poster industry is an important vehicle in assisting the Arts in achieving public support through an effective medium at a cost effective price and the bollard forms a natural part of the streetscape, now widely accepted as street furniture.*"

## ISSUES

### Designation of Sites

The determination and location of sites is to be in accordance with the provisions of the contract between the Council and Phantom Billstickers Limited which requires consideration of the following factors:

- The geographic distribution of bollards City-wide;
- How the bollard will sit in relation to existing or proposed street furniture, pedestrian access and the aesthetics of the public spaces and in relation to the proposed site;
- Maintain safety line of sight for traffic, pedestrians and such factors as the Council shall determine in its discretion;
- Bollards need to be erected in a reasonable position able to be adequately viewed by interested patrons, i.e. viewed from both sides, be in main high volume pedestrian and vehicle areas and also be adjacent to facilities that attract large volumes of people. They are not intended for isolated places;
- Any site position proposed by the Council would also require approval by Phantom Billstickers Limited.

### Consent Process

The establishment of poster bollards on Council owned land is subject to the resource consent process. This process would ensure that all issues relating to amenity, landscape, cultural values, health and safety, community consultation and cumulative adverse effects are assessed and subject to scrutiny. When the bollard would be on a reserve the consent of the relevant Community Board would also be required. When located adjacent to community facilities or on the road reserve consent would be sought from the relevant asset manager to ensure that operational issues such as traffic, pedestrian safety and design issues relating to the facility are not compromised.

### Te Atatu Peninsula Bollard

The construction of the bollard at Te Atatu Peninsula in front of the Library did not receive the approval of the Henderson Community Board during the resource consent process and a complaint has also been received from the Te Atatu Residents and Ratepayers Group in regard to this issue.

The Board needs to consider whether to give retrospective approval to the current location of the bollard or whether to re-site it to an alternative site within the Te Atatu Peninsula town centre.

### Relocation of Bollards

At any time during the term of the contract the Council may require a bollard to be removed or relocated by giving notice to Phantom Billstickers Limited, with relocation being acceptable to Phantom Billstickers Limited and the cost of such shall be borne by the Council.

## Henderson Bollards

A7

Phantom Billstickers Limited have requested a number of positions to be provided by the Council for the Henderson town centre. At this stage only two have been offered and consented, and these have already been designed into the Railside Avenue section of the precinct renewal project. One will be positioned on the eastern side of Railside Avenue adjacent to Coyles Florist where a high foot traffic area is expected between Waitakere Central, the transport centre and Great North Road retail area. The second one will be on the western corner of Great North Road and Railside Avenue intersection as part of the Isthmus design for the landscaped corner. Both of these positions have been chosen as they adequately meet the 'designation of site conditions' and fit well into the newly designed streetscape spaces, see attached map attached at page A7. Any future sites for central Henderson will be considered in the design process of the renewal of the precincts to ensure they meet the 'designation of site conditions' and are appropriate to the streetscape design. This information will be brought to the Board for feedback.

## RESOURCES

No additional resources would be required to allow the utilisation of Council land for the placement of poster bollards. Phantom Billstickers Limited would be required to make a resource consent application, gain the consent of the relevant Community Board or asset manager, and pay the appropriate consent fees. Council would gain 10% of the space on the bollards for community advertising and the per annum site licence fee of \$500 +GST per site.

To relocate a bollard and reinstate the existing site would cost the Council approximately \$6,000 plus the cost of new resource and building consents at approximately \$1,400.

## CONCLUSION

The establishment of poster bollards on Council owned land is subject to the contract agreed between the Council and Phantom Billstickers Limited. To date five have been positioned and two consented for central Henderson to be positioned with the precinct renewal project in Railside Avenue in early 2006. The Henderson Community Board has expressed concern regarding the lack of consultation during the consent process for the Te Atatu Peninsula bollard and the purpose of this report is to re-address this issue and to seek feedback on the two bollards proposed for central Henderson.

## RECOMMENDATIONS

1. That the Poster Bollards Contract Process report be received.
2. That the Henderson Community Board:
  - a) Give retrospective approval for the existing bollard positioned outside Te Atatu Peninsula community centre; or
  - b) Recommend an alternative location for the bollard, with the alternative relocation being acceptable to Phantom Billstickers Limited, within Te Atatu Peninsula town centre, with all associated costs to be met by the Council.
3. That the Henderson Community Board approve the proposed positions for the two bollards designed into the Railside Avenue to Alderman Drive precinct renewal project.

Report prepared by: Janet Hannan, Principal Advisor, Urban Development.



13 **REPRESENTATION REVIEW - DRAFT INITIAL PROPOSAL ON BASIS OF ELECTION**

**PURPOSE OF THE REPORT**

The purpose of this report is to inform the Henderson Community Board of the contents of the draft Initial Proposal on the Basis of Election, to enable the Henderson Community Board to provide advice to the Finance and Operational Performance Committee on the Draft Initial Proposal.

**BACKGROUND**

One of the reforms introduced by the Local Electoral Act 2001 was to reduce the frequency of reviews of the basis of elections by local authorities from every three years to at least one every six years. Only 23 out of 86 local authorities in New Zealand conducted Reviews in 2003, with all others therefore required to undertake these in 2006. The Local Government Commission has advised that its workload to deal with any appeals and objections when considering Final Proposals from territorial authorities and regional councils is likely to be substantial and that if a local authority is able to make its determination ahead of the statutory deadlines then it is much more likely that local hearings will be possible. Because the Council chose not to undertake a review in 2003 it must do so in the 2006 year.

It was considered inappropriate to consider those aspects of the review that had to be undertaken during the 2005 year (Maori Wards and Electoral System) in isolation from those aspects for which decisions do not have to be made until 2006 (Boundaries and Representation).

The Council has therefore determined that it will continue the process through 2005 and on to 2006 seamlessly, so that it makes a determination well ahead of the statutory time lines, and as soon as possible after robust consultation with the community.

**STRATEGIC CONTEXT**

Active Democracy is one of the Council's nine strategic platforms identified in its Long Term Council Community Plan and Annual Plan 2005/2006. This platform supports the involvement of citizens in the Council's decision-making process through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways of interacting with the Council.

The Council measures its success in meeting active democracy targets by conducting regular household surveys. Although the public's perception of engagement in the Council's decision-making processes has improved since 2001/2002, (partly due to this Council's extensive community consultation processes), the voter turnout for Council elections remains low. Voter turnout was only 35.68% at the last election. The electoral representation review process will assist the Council in determining why this is so by addressing issues around Communities of Interest and how to structure a system that is more conducive to active voter participation.

**ISSUES**

The Representation Review is required to determine the method of election of the Council and of its Community Boards, in order to provide for fair and effective representation, as defined in the Local Electoral Act 2001.

The Electoral Officer started this process for Council by preparing a Discussion Document for Elected Members, which was presented to Councillors in a workshop held on 15 June 2005, and was the subject of reports to all four Community Boards in August 2005. Concurrently the Electoral Officer commissioned a consultant to undertake a study identifying Communities of Interest which report was presented to a workshop of Councillors and Community Board Chairs on 17 August 2005. This workshop identified areas for further investigation. A revised report was presented to a workshop for Community Board Members on 27 September 2005 and then to a workshop for Councillors and Community Board Chairs on 4 October 2005.

A8-A15

At the workshop of 4 October 2005, the consensus of Councillors present was in favour of a three Ward model, with 14 Councillors, all elected by Ward, plus the Mayor. It was further suggested that there be three Community Boards (one for each proposed Ward), with six elected Community Board Members, elected at large from within the Community, for each. These discussions form the basis of the draft Initial Proposal as attached at pages A8 to A15. This Proposal represents a significant departure from existing arrangements, which, at least for Council, could no longer be retained due to changed statutory provisions.

A further workshop, on 14 October 2005, which was attended by 16 out of the 22 Community Board Members, together with five Councillors, including the Deputy Mayor, considered the draft Initial Proposal. The consensus this workshop was in favour of supporting the draft Initial Proposal with the increase of the number of elected Community Board Members to seven per Board.

Feedback from the Community Board is now sought by Council. Once Council has made a decision on the proposal, it will be released for public consultation. The issues of the System of Election and of Maori Ward/s have already been reported on separately to the Board.

## **RESOURCES**

Provision has been made in the draft 2005/2006 Annual Plan to resource the Representation Review. No additional resources are required.

## **CONCLUSION**

This report is brought to the Henderson Community Board to enable the Henderson Community Board to provide advice to the Finance and Operational Performance Committee on the draft Initial Proposal.

## **RECOMMENDATIONS**

1. That the Representation Review - Draft Initial Proposal on Basis of Election report be received.
2. That the Henderson Community Board make recommendations to the Finance and Operational Performance Committee for onward transmission to Council on the subject of the draft Initial Proposal on Basis of Election.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



14 **MANUI PLACE AND SERWAYNE PLACE, SUNNYVALE - NEW NO STOPPING CONTROL**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for a new 'no stopping' control in Manui Place and Serwayne Place.

**BACKGROUND**

A resident of Serwayne Place has requested that Council consider new parking restrictions in Manui Place and Serwayne Place close to the Sunnyvale Railway Station. The resident is concerned that vehicles parked on both sides of the road close to the intersection of Manui Place and Seymour Road and also at the intersection of Manui Place and Serwayne Place are creating a safety hazard for moving vehicles.

The intersection of Manui Place and Serwayne Place is located close to the Sunnyvale Railway Station. There is a small parking area at the north end of Manui Place for station users, however, the number of vehicles parking for long periods near the station exceeds the capacity of the parking area and vehicles are often parked in other parts of Manui Place and at the southern end of Serwayne Place.

**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**

The carriageway of Manui Place is 7.6 metres wide south of the intersection with Serwayne Place. When vehicles park on both sides of a carriageway of this width the remaining clear carriageway is insufficient to allow parking on both sides. To ensure two way flow is maintained it is recommended that on the east side of Manui Place between the intersection with Serwayne Place and Seymour Road, a 'No Stopping' parking restriction be put in place.

It is recommended that the proposed parking restriction on the east side of Manui Place be continued into Serwayne Place up to a distance of 20 metres from the intersection. There is an existing 'Give Way' control on Manui Place's northern approach to the intersection with Serwayne Place. This control ensures that the turn from Manui Place's northern approach into and out of Serwayne Place the priority traffic movement at this intersection. To ensure sufficient two way flow of traffic for vehicles turning at this intersection it is necessary that vehicles are not permitted to park on both sides of Serwayne Place near the intersection with Manui Place.

A short length of 'no stopping' is also recommended on the west side of Serwayne Place close to the intersection with Seymour Road to ensure that vehicles turning into Serwayne Place from Seymour Road do not come into conflict with parked vehicles close to the intersection.

On the west side of Manui Place north of the intersection with Serwayne Place there is a small parking area allowing up to 7 cars to park at 90 degrees with the west kerb line. To ensure that vehicles parked on the east kerb line do not interfere with the ability of vehicles to access these parking spaces a parking restriction is recommended on the east side of Manui Place opposite the parking spaces.

A six metre long parking restriction is recommended on both sides of the entrance to the parking area to ensure vehicles are able to easily manoeuvre into and out of this area.

The occupants of properties adjacent to the proposed parking restriction were consulted regarding the proposed changes by letter. One reply was received from a resident who requested that any new parking restrictions in Manui Place near the intersection with Seymour Road should provide good manoeuvring room for vehicles turning into Manui Place. The proposed changes will provide for this resident's request.

A16 The location of the proposed new parking control is shown on the aerial photograph as attached at page A16.

## RESOURCES

The proposed markings changes can be implemented under the 2005/2006 Annual Plan road maintenance budgets.

## CONCLUSION

The proposed new 'no stopping' controls in Manui Place and Serwayne Place are recommended to improve road user safety and ensure parked vehicles do not block access to residential properties or the parking area for the Sunnyvale Railway Station.

## RECOMMENDATIONS

1. That the Manui Place and Serwayne Place, Sunnyvale - New No Stopping Control report be received.
2. That in relation to **MANUI PLACE, SUNNYVALE:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 west kerb line of **MANUI PLACE** starting from the point where the kerb line meets the north kerb line of **SEYMOUR ROAD** and extending to a point a further 16 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
    - (ii) on the east kerb line of **MANUI PLACE** starting from the point where the kerb line meets the north kerb line of **SEYMOUR ROAD** and extending to a point where the kerb line meets the south kerb line of **SERWAYNE PLACE** a new **NO STOPPING AT ALL TIMES** control be put in place.
    - (iii) on the east kerb line of **MANUI PLACE** starting from the point where the kerb line meets the south kerb line of **SEYMOUR ROAD** and extending to a point a further 22 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
    - (iv) on the west kerb line of **MANUI PLACE** starting from a point opposite the point where the east kerb line meets the north kerb line of **SERWAYNE PLACE** and extending to a point a further 6 metres south along the west kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That in relation to **SERWAYNE PLACE, SUNNYVALE:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 north kerb line of **SERWAYNE PLACE** starting from the point where the kerb line meets the east kerb line of **MANUI PLACE** and extending to a point a further 6 metres east along the kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
  - (ii) on the south kerb line of **SERWAYNE PLACE** starting from the point where the kerb line meets the east kerb line of **MANUI PLACE** and extending to a point a further 20 metres east along the kerb line 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 Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 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.



## 15 HEPBURN ROAD, GLENDENE - RELOCATION OF BUS STOP

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the relocation of a bus stop in Hepburn Road, Glendene.

### BACKGROUND

At the meeting of the Henderson Community Board held on 7 July 2005 a new bus stop was approved in Hepburn Road outside number 230 (Delegat's Wine Estate) by the following resolution:

- “1. That the *Hepburn Road, Glendene - New Bus Stop* report be received.
2. That in relation to **HEPBURN ROAD, GLENDENE**:
  - (a) That, in accordance with the powers conferred by virtue of the *Local Government Act 1974, The Land Transport Act 1998, 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 west kerb line of **HEPBURN ROAD** starting from a point 51 metres south along the kerb line of the point where the kerb line meets the kerb line of **NEESONS WAY** and extending to a point, a further 18 metres south along the west kerb line, a new '**BUS STOP**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of *Land Transport Rule: Traffic Control Devices 2004 - Rule 54002* be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.”

1325/2005

At the meeting of the Henderson Community Board held on 8 September 2005 a report was considered by the Board recommending that the bus stop approved at the 7 July 2005 meeting be approved. The Board resolved the existing bus stop outside number 230 Hepburn Road (Delegat's Wine Estate) be removed while a potential location to relocate the bus stop was considered as follows:

- “1. That the Hepburn Road, Glendene - Relocation of Bus Stop report be received.
2. That pursuant to Standing Order 27.18 resolution 1320/2005:
  - “1. That the Hepburn Road, Glendene - New Bus Stop report be received.
  2. That in relation to **HEPBURN ROAD, GLENDENE**:
    - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 west kerb line of **HEPBURN ROAD** starting from a point 51 metres south along the kerb line of the point where the kerb line meets the kerb line of **NEESONS WAY** and extending to a point, a further 18 metres south along the west kerb line, a new '**BUS STOP**' control be put in place.
  3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.”
- be rescinded.
3. That the bus stop be removed for safety reasons and a report be brought back to the Henderson Community Board on further options and that residents concerned be kept updated regarding any further progress around this issue.”

1761/2005

A19-A21

A copy of the agenda report relating to this matter that was considered by the 8 September 2005 meeting of the Community Board is attached at pages A19 to A21.

## 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 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.

## ISSUES

Bus stops are normally placed at intervals of 400 metres along bus routes where practical. The nearest bus stops to the stop approved at the 7 July 2005 Henderson Community Board meeting are outside number 162 Hepburn Road and 16 Barrys Road. The distance between these stops is approximately 600 metres.

The following potential options are considered in this report:

**1. Relocate the Bus Stop to Between the Northern Vehicle Crossing of The Winery and Neesons Way**

The bus stop could be relocated to this position and placed a sufficient distance clear of the turning path of a B-train or semi-trailer carrying a 40 foot shipping container. This location would place the bus stop approximately 20 metres from the new subdivision at Neesons Way. Of all the options presented in this report this option places the bus stop closest to the new sub-division and closest to the mid point between the two existing bus stops. The operator of the winery has indicated that they strongly object to locating the bus stop in this location as they believe that it would create a safety hazard and restrict the ability of trucks to manoeuvre around their vehicle crossing.

**2. Relocate the Bus Stop to Outside the Agricultural Property at 240 Hepburn Road**

Council officers consulted the owner of 240 Hepburn Road before preparation of the 7 July 2005 report to the Henderson Community Board. The owner of this property objected to the location of a bus stop adjacent to their property. This option would place the bus stop approximately 50 metres from the new subdivision at Neesons Way.

**3. Relocate the Bus Stop to Outside a Nearby Residential Property**

There are a number of residential properties on the west side of Hepburn Road that the stop could potentially be located outside. Of these potential locations between the vehicle crossings of numbers 170A and 170B Hepburn Road is considered most appropriate.

The occupants of numbers 170A and 170B Hepburn Road have been consulted by letter about a potential bus stop outside their property. No replies were received. The option would place the bus stop approximately 150 metres from the Neesons Way subdivision. This is the option recommended by this report.

A22 The location of the proposed new bus stop is shown on the aerial photograph as attached at page A22.

**4. Eliminate Rather Than Relocate the Bus Stop**

The bus stop serves a relatively small catchment of 17 residential properties in Neesons Way and around 20 properties in Hepburn Road. If the stop was eliminated the most distant property from an existing bus stop would be approximately 450 metres away along level ground. At normal walking speed this would be 6-8 minutes away. This option is not recommended.

**RESOURCES**

The proposed signage change can be implemented under the 2005/2006 maintenance budgets.

**CONCLUSION**

The proposed relocation of the bus stop previously outside number 230 Hepburn Road to a location outside numbers 170A and 170B Hepburn Road is recommended to alleviate the concerns of the operators of the winery located at this address.

## **RECOMMENDATIONS**

1. That the Hepburn Road, Glendene - Relocation of Bus Stop report be received.
2. That in relation to **HEPBURN ROAD, GLENDENE**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 west kerb line of **HEPBURN ROAD** starting from a point 148 metres south along the kerb line of the point where the kerb line meets the kerb line of **NEESONS WAY** and extending to a point a further 15 metres south along the west kerb line a new '**BUS STOP**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be 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.



## **16 BUSCOMB AVENUE, HENDERSON - INSTALLATION OF NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval to install two 'No Stopping' parking restrictions on the south side of Buscomb Avenue between the vehicle crossings of property numbers 33 and 35 and between the vehicle crossing of property numbers 37 and 39 and a new 'No Stopping' parking restrictions on the north side of Buscomb Avenue adjacent to the intersection with Crockett lane.

### **BACKGROUND**

A resident of Buscomb Avenue contacted Council requesting a 'No Stopping' parking restriction be installed in Buscomb Avenue between the vehicle crossings of property number 33 and 35 as well as on the north side of Buscomb Avenue next to the east boundary of Crockett Lane which intersects with Buscomb Avenue, in order to discourage drivers from parking in a location which obstructs the access to the adjacent vehicle crossings and the intersection.

During the consultation, one resident in Buscomb Avenue contacted Council requesting 'No stopping' line be installed between the vehicle crossings of numbers 37 and 39 due to the same problem mentioned above.

### **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

The length of kerb line between the vehicle crossings of number 33 and 35, 37 and 39 Buscomb Avenue is 5 meters and 4.7 meters respectively. This length of both kerb lines is insufficient to park a car without obstructing access to one or both of the associated properties. Installing a 'No Stopping' line in this location would discourage drivers from parking over these vehicle crossings.

During a site visit by a Council officer, vehicles have been observed parking in Buscomb Avenue right next to the intersection with Crockett lane during the site visit conducted by Council officer. The Traffic Regulations 1976 prohibit vehicles from parking within 6 meters of an intersection. Installing a 'No Stopping' line in this location would discourage drivers from parking over the above location.

The occupants of nearby properties were consulted regarding to the proposed changes by letter. One favourite response from property owner of 37 Buscomb Avenue was received, the same owner required also 'No stopping' line be installed between vehicle crossings of number 37 and 39 Buscomb Avenue. The request has been incorporated above.

A23 The location of the proposed new parking control is shown on the aerial photograph as attached at page A23.

## RESOURCES

The proposed markings and signage changes can be implemented under the 2005/2006 maintenance budgets.

## CONCLUSION

The proposed installation of 'No Stopping' line in Buscomb Avenue is recommended to ensure the vehicle crossings of residential properties and the intersection are not obstructed by parked vehicles.

## RECOMMENDATIONS

1. That the Buscomb Avenue, Henderson - Installation of No Stopping Control report be received.
2. That in relation to **BUSCOMB AVENUE, HENDERSON:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
    - i. on the south kerb line of **BUSCOMB AVENUE** starting from the east edge of vehicle crossing of numbers **33 BUSCOMB AVENUE** to the west edge of vehicle crossing of number **35 BUSCOMB AVENUE**, a new **NO STOPPING AT ALL TIME** control be put in place.
    - ii. on the south kerb line of **BUSCOMB AVENUE** starting from the east edge of vehicle crossing of numbers **37 BUSCOMB AVENUE** to the west edge of vehicle crossing of number **39 BUSCOMB AVENUE**, a new **NO STOPPING AT ALL TIME** control be put in place.

- iii. on the north kerb line of **BUSCOMB AVENUE** starting from a point on eastern boundary of **CROCKETT LANE** of the intersection of **BUSCOMB AVENUE** with **CROCKETT LANE** to a point 6 meters further east along the kerb line of **BUSCOMB AVENUE**, a new **NO STOPPING AT ALL TIME** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



## 17 TE ATATU ROAD: DRAFT INTEGRATED TRANSPORT DEVELOPMENT PLAN

### PURPOSE OF THE REPORT

The purpose of this report is to seek feedback from the Henderson Community Board in terms of a possible Transport Development Plan for Te Atatu Road.

### BACKGROUND

Council officers have been engaged in the determination of draft future infrastructures for the City's transport corridors, through traffic surveys, medium to long term traffic projections, concept plans for the geometry and control of intersections and traffic lanes, level-of-service determinations for these plans, and cost estimates.

The objective has been to find what is sensibly required to generally limit congestion to an acceptable degree to year 2021, given that Council's strategic direction is to increase the proportion of travel made in buses, trains, and ferries, and by walking and cycling.

As a guideline for this work acceptable congestion is taken to be equivalent to Level of Service D/E of the Highway Capacity Manual 2000 (United States Transportation Research Board). Should consultation lead to Council's adoption of a somewhat lower level of service the implementation of any proposed project can be *deferred*; conversely, *advanced* if a higher level of service is decided upon.

The bases for the traffic projections are population, employment, and the Option-5 strategic transportation mix of the draft Auckland Regional Transport Strategy 2005. This mix is the one that accords best with Council's direction; it has been approved for the development of Council's Transport Strategy.

The concept plans developed initially are being reviewed to ensure that recent innovations (including motorway ramp-meters, exclusive lanes for high occupancy vehicles and/or buses, and intersection priorities for buses), are taken into account.

The draft Integrated Transport Development Plan for Te Atatu Road is ready for communication and consultation and submitted here below for the Board's consideration. The consultation process is expected to result in improvements, and suggestions for changes will be received with interest by Council.

## STRATEGIC CONTEXT

Council's vision is to provide safe, efficient, and convenient transport for Waitakere City, through a system offering realistic choice of travel mode for all travellers, and, over time, less dependency on the private car. To realise the vision Council must plan comprehensively, and, satisfy the legislated requirement to consult with stakeholders before resolving on courses of action.

This presentation of study results for Te Atatu Road is consistent with Council's planning and consultation obligations whilst satisfying the Board's request for a report on Te Atatu Road.

## ISSUES

### Substantive Issue

The substantive issue is that the draft Integrated Transport Development Plan for Te Atatu Road be described and considered by the Henderson Community Board.

The issue of timing is not considered in this report. The timing of the Te Atatu Road projects must be resolved through 2006/2016 Long Term Council Community Plan processes, taking into account the timing of competing projects of all kinds proposed for the City, and Council's ability to resource them.

There are three (3) locations where infrastructure development is expected to be required by 2021:

- |     |   |
|-----|---|
| A24 | 1. Gunner Drive - Yeovil Road (see proposed layout and control plan as attached at page A24.)   |
| A25 | 2. State Highway 16 - Edmonton Road (proposed layout and control plan is attached at page A25.) |
| A26 | 3. McLeod Road Intersection (proposed layout and control plan as attached at page A26.)         |

### **Gunner Drive - Yeovil Road (Estimated Cost \$500,000 approximately)**

The plan allows for:

1. Two southbound lanes, flush median, and one northbound lane between Gunner and Yeovil.
2. A roundabout with exclusive left-turn lane and shared right-turn lane to Yeovil Road.
3. A medial pedestrian refuge island in Te Atatu Road at and north of the roundabout.
4. A vehicle crossing for No. 547 Te Atatu Road, adjacent to the BP Service Station.

The new traffic lane of item 1 satisfies the Community Board's long-standing concern to build a 'slip-lane' for Gunner Drive.

The roundabout would complete traffic calming for arterial Te Atatu Road on the peninsula; a sequence of three well spaced roundabouts each designed to generally restrain through traffic speed to 50 km/hour.

The proposed roundabout is particularly important as gateway-restraint for traffic entering/leaving the Peninsula Township, and as a safety-enhancement for the proposed pedestrian crossing island, item 3 above.

The roundabout would preclude continuation of the shared access arrangement for No. 47 Te Atatu Road and the BP Service Station. This would be remedied by the proposed the new vehicle crossing.

### **State Highway 16 - Edmonton Road (Estimated Cost \$11,100,000 approximately)**

The plan allows for:

1. Widening of the Te Atatu Road motorway bridges to provide three lanes each way.
2. Widening, new traffic lights and ramp-meters, for the motorway-interchange ramps.
3. Widening of Te Atatu Road to provide generally two lanes each way and flush median.
4. Kerbside lanes 4m wide in allowance for cyclists.
5. Widening of Te Atatu Road to provide three southbound lanes from 80m north of Vera Road.
6. Widening of Edmonton Road at the intersection to provide five lanes in all.
7. Operation of the northbound kerbside lane in Te Atatu Road as an High Occupancy Vehicles/bus lane.
8. Integration of Te Atatu Road northbound lanes with the motorway ramp meters.
9. Traffic light coordination for general traffic with pre-emption for buses.
10. Real-time electronic information signs on traffic conditions for drivers.
11. Real-time electronic signs on bus arrivals for bus patrons.
12. Special new access lanes for properties Norwest of Royal View Road.
13. Conversion of the Edmonton Road roundabout to a traffic light controlled intersection.
14. Retention of the new traffic light control (2005/2006) for the Covil Avenue intersection.
15. Left-in/Left-out movements only at Bridge Avenue.

The above measures would:

1. Substantially reduce travel times.
2. Substantially improve safety through a consistent spread of intersection control and coordination, through specific provisions for pedestrians and cyclists, and through prevalent specific provision for safe property and side road traffic movements.
3. Disburse traffic quickly from the motorway in the pm peak period.
4. Substantially increase travel time reliability and reduce stress in the erratic am peak period.
5. Provide well spaced, safe, controlled crossing points for pedestrians along Te Atatu Road.
6. Greatly improve conditions for pedestrians at the Edmonton Road intersection.
7. Substantially increase the occupancy of cars and buses over time and consequently reduce vehicular traffic. This has been deduced from the occupancy data for Onewa Road in North Shore City where the average occupancy is 3.6 persons per High Occupancy Vehicle-lane car in the am peak compared to 1.2 persons per car generally in Auckland.
8. Attract a 53% subsidy from Land Transport New Zealand owing to the very high road user benefits that would accrue, and their consistency with objectives the Auckland Regional Land Transport Strategy, the Land Transport Management Act, and other national transport and energy objectives.

### McLeod Road Intersection (Estimated Cost \$1,200,000 approximately)

The plan simply allows for widening of the existing signal controlled intersection that would result in substantial road user benefits attracting a 53% Land Transport New Zealand subsidy for the capital work.

### Work Programme

The work programme to progress Te Atatu Road Integrated Transport Development Plan as set out in the Table 1 below. This program allows sufficient time for community consultation with all affected parties in accordance with statutory requirements and is being formulated by the Group Manager: Asset Management.

Milestone	Timing
City Development Committee feedback from	December 2005
Henderson Community Board feedback from	November 2005
Transit New Zealand feedback from	November 2005/ February 2006
Other Community Consultation	March 2006/June 2006
Final Proposed Plan with Costs and Proposed Timing	June 2006
Council approved funding and timing through the 2006/2016 Long Term Council Community Plan	June 2006
City Development Committee approval of detailed plans	November 2007

Table 1 - Work Programme to finalise Te Atatu Road Integrated Transport Development Plan.

### RESOURCES

Resources are not required in relation to the recommendation of this report.

### CONCLUSION

A researched and comprehensive draft Integrated Transport Development Plan for Te Atatu Road has been produced by Council. The plan is to be communicated to stake holders for consultation in preparation for the development of the Council's Long Term Council Community Plan 2006.

The draft Integrated Transport Development Plan is described above in response to a request from the Henderson Community Board for information, and presents an opportunity for the Board to provide early comment and suggestions on the draft Integrated Transport Development Plan arising from its consideration of the information.

### RECOMMENDATIONS

1. That Te Atatu Road: Draft Integrated Transport Development Plan report be received.
2. That the Henderson Community Board provide feedback on Te Atatu Road: draft Integrated Transport Development Plan.
3. That the report be forwarded to the City Development Committee for its information.

Report prepared by: Ross Hill, Service Manager: Transport Assets.



**18 TE ATATU ROAD / OLD TE ATATU ROAD ROUNDABOUT: TRAFFIC CONGESTION**

At the October 2005 meeting of the Henderson Community Board, the Board resolved:

*That Item 10: Te Atatu Road/Old Te Atatu Roundabout: Traffic Congestion being discussed lie on the table until the November 2005 meeting of the Henderson Community Board, to enable Community Board Members to discuss the report in conjunction with the Te Atatu Traffic Management Plan which will be presented to the Board in November 2005."*

1908/2005

A27-A28

The Te Atatu Road/Old Te Atatu Road Roundabout: Traffic Congestion report with minor amendments is attached at pages A27 to A28.

**RECOMMENDATION**

That the Te Atatu Road / Old Te Atatu Road Roundabout: Traffic Congestion report lying on the table be now discussed in conjunction with the Te Atatu Traffic Management Plan.

Report prepared by: Ross Hill, Service Manager: Transport Assets.



**19 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 and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Henderson Citizens Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
Te Atatu Peninsula Reserves Management Plan	Wayne Bainbridge Elizabeth Grimmer

<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Assid Corban (alternate)

