



**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON THURSDAY, 7 APRIL 2005,  
COMMENCING AT 6.30 PM**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	<b>APOLOGIES</b>	1
2	<b>CONFIRMATION OF MINUTES</b>	1
3	<b>URGENT BUSINESS</b>	1
4	<b>PRESENTATIONS</b>	2
	<b>Presentations will take place at 7.00 pm.</b>	2
	<b>A    NEW ZEALAND POLICE</b>	2
	<b>B    UPDATE REPORT ON WAITAKERE CITY</b>	2
5	<b>PUBLIC FORUM</b>	2
	<b>Public Forum will take place after the presentations.</b>	2
6	<b>CHAIRPERSON'S REPORT</b>	2
7	<b>COMMITTEE SECRETARY'S REPORT</b>	4
8	<b>ROAD SAFETY ISSUES - METRIC PLACE AND DIVICH AVENUE</b>	9
9	<b>ALDERMAN DRIVE - SIGNALISED PEDESTRIAN CROSSING</b>	11
10	<b>HENDERSON SUB-REGIONAL CENTRE: TRANSPORT ASSET PLANNING ACTIVITY</b>	13
11	<b>TE ATATU ROAD / OLD TE ATATU ROAD ROUNDABOUT: TRAFFIC CONGESTION</b>	15
12	<b>ASSESSMENT OF WATER AND SANITARY SERVICES</b>	18
13	<b>PROPOSED 2005/2006 FOOTPATH CONSTRUCTION PROGRAMME</b>	27
14	<b>NEW ZEALAND COMMUNITY BOARDS' CONFERENCE</b>	29
15	<b>FALLS PARK - PAID PARKING</b>	31
	<b>PROCEDURAL MOTION TO EXCLUDE THE PUBLIC</b>	31
16	<b>BOARD MEMBERS' REPORTS</b>	32

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON THURSDAY, 7 APRIL 2005,  
COMMENCING AT 6.30 PM**

---

**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 3 March 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 3 March 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 PRESENTATIONS

Presentations will take place at 7.00 pm.

##### A 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.

##### B UPDATE REPORT ON WAITAKERE CITY

Mayor Bob Harvey and the Deputy Mayor, Carolynne Stone will be presenting an update report on Waitakere City - *“What’s Happening and Where we are Headed in the Next Three Years.”*



#### 5 PUBLIC FORUM

Public Forum will take place after the presentations.

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

Another busy month has gone and I would like to thank all members for sharing the load and especially Wayne for attending the Community Board Conference and providing such an interesting report on his return.

The Ward Tour was a great success and my thanks to Jack Burton, Charlie Inggs, Grant Jennings, Ara Ovanessoff for their attendance and our Secretary Ngareta Delamere for organising.

The draft Annual Plan is now open for submissions and this Board should be considering the submissions we wish to make. I know high on the list will be the closing of the Te Atatu South Library and the re-development of the Te Atatu Peninsula Community Centre. I am sure there are many other important issues we will also need to consider.

The Board needs to arrange a date to have a workshop to discuss its submission to the draft Annual Plan.

The Henderson Kindergarten is experiencing parking problems which will get worse when Waitakere Centre is completed. Jack Burton and I visited the site on Friday, 1 April 2005.

The Transfer Station in Patiki Road continues to cause concern with it now open seven days a week. There has been extensive newspaper coverage on the issue.

The roundabout on Te Atatu Peninsula is generating a large amount of frustration for motorists living on the Peninsula and those trying to get into the left hand lane to access the motorway lane. Motorists from Te Atatu South are using it as a faster way of joining the traffic heading into the City and are causing all the traffic problems with it. It is now taking up to 20 minutes to get between the two roundabouts. I understand there will be a report on our Agenda regarding this issue.

Presentations at the last Henderson Community Board meeting meant that Public Forum did not commence until 8.00pm. I am asking that the Board resolve to change the order of business so only Public Forum takes place at 7.00 pm instead of both presentations and then Public Forum.

On the 16 April 2005 Zonta have organised a fundraising Jazz in the Park concert 4pm - 7pm at Falls Park with proceeds going to The Teen Parenting Programme. It is lovely to see this Park being used for events and I hope you will be able to attend with your friends. For tickets please phone Sue Devitt on 845 - 1920.

### **RECOMMENDATIONS**

1. That the Chairperson's Report for April be received.
2. That the Order of Business for the Henderson Community Board be amended to be as follows:

Apologies

Confirmation of Minutes

Urgent Business

Deputations/Petitions/Presentations

Public Forum (to commence at 7.00 pm)

Chairpersons Report

Committee Secretary's Report

Officers Reports

Notice of Motion

Board Members' Reports




3. That a workshop be held to discuss the Henderson Community Boards submission to the draft Annual Plan 2005/2006.




Elizabeth Grimmer, MNZM





**CHAIRPERSON**



7 **COMMITTEE SECRETARY'S REPORT**




ISSUE	COMMENTS	REPORTING OFFICER
<p>Anzac Day Parade - Monday, 25 April 2005</p>	<p>The purpose of this report is to seek appointment of a Board Representative to attend Returned Services Association Anzac Day Parades in the Henderson Ward.</p> <p>In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSA's will host its own parade. The Council and the Community Boards have been invited to nominate official representatives to attend those parades. The Council at its meeting held on Wednesday, 30 March 2005, will have appointed Councillors to attend the various parades in the City. Appointments of Community Board Members to attend the community Anzac Day Parades is now referred to the Board for its consideration. The venues and times are as follows:</p> <p>Henderson 10.30 am Te Atatu 10.00 am</p>	<p>Kirstin Hooper</p> <p> 836 8000 ext: 8106</p>
<p>Speed Humps in Covil Avenue, Te Atatu South</p>	<p>The speed humps have now been superseded by a project to place traffic signals at Covil Road.</p> <p>Funds are being requested in the draft Annual Plan 2005/2006 for short term mitigation work, particularly traffic signals at Covil Avenue intersection.</p> <p>This line item in the draft Annual Plan 2005/2006 could be included in the Henderson Community Boards Annual Plan submission and if successful the work would be completed before Christmas 2005.</p>	<p>Ross Hill</p> <p> 836 8000 ext: 8737</p>
<p>McLaren Community Park Project</p>	<p>The Henderson Community Board is requested to appoint a representative to the McLaren Community Park Project.</p> <p>The group is formed to manage the McLaren Park Community Project and it meets monthly.</p>	<p>Nikki Watkins</p> <p> 836 8000 ext: 8559</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>Harbour View Road - Traffic Safety Issues</p> <p>Public Forum 3 March 2005</p>	<p>At the 3 March 2005 meeting of the Board, Ken Patterson raised concerns in Public Forum regarding speeding along Harbour View Road and requested that the gate on Harbour View Park be closed at times specified on the signs around the park, that Council officers look at changing the location of the gate to further up the hill and that speed humps be put in place along Harbour View Road.</p> <p>Parks have commenced the process of closing the road which will require public notification and a possible hearing if there are objections. The process could take some considerable time to process.</p> <p>A report will be presented to the Board in May 2005 on this matter.</p> <p>In the interim speed humps will be installed within the next three weeks and the planting around the entrance will be trimmed and thinned to improve visibility and open the area up. Once the area is classified Recreational/Esplanade Reserve then a gate will be installed at the new entrance to the park and locked at night.</p>	<p>Grant Jennings  836 8000 ext: 8537</p>
<p>Request for a Slow Street in Addison Avenue and Waitaki Street, and a List of all Slow Streets to be Completed</p> <p>Public Forum</p> <p>11 November 2004</p>	<p>The Slow Streets report has been deferred to May 2005 because of an error by the traffic counting contractor that has required one set of counts to be repeated.</p>	<p>Adam Moller  836 8000 ext: 8750</p>
<p>Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)</p> <p>2 October 2003 Resolution No: 2018/2003</p>	<p>This report has been delayed and will be presented once analysis of the corridor studies has been finalised.</p>	<p>Adam Moller  836 8000 ext: 8750</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>School Travel Plans Programme</p> <p>Presentations 3 March 2005</p>	<p>A report will be brought back in June 2005 on progress on the Rutherford Community School Travel Plan, and again when infrastructure requirements are identified.</p> <p>Other follow ups will be carried out via memorandums with requests for members to attend working group meetings or public events using the SLOG sheet system as the meetings come about.</p>	<p>Rachel Sander  836 8000 ext: 8531</p>
<p>Te Atatu Traffic Management</p> <p>6 March 2003 Public Forum</p>	<p>The Service Manager: Transport Assets will be in attendance at the 7 April 2005 meeting to present a report which deals with Te Atatu Road, particularly the route within Te Atatu Peninsula. He will also answer related questions on the Te Atatu South portion (Bridge Avenue etc) at this time.</p>	<p>Ross Hill  836 8000 ext: 8737</p>
<p>Code of Conduct for Community Boards</p> <p>3 February 2005 Resolution No: 63/2005</p>	<p>A report was due to come to this meeting but has been deferred until 5 May 2005, to allow time for a workshop to which all Community Board Members will be invited. This will update members on the discussions that took place around the Code of Conduct for Community Boards at the Community Board conference that was held on 3 to 6 March 2005, as well as enabling the Henderson Community Board Members to hear the views of members of other Boards.</p>	<p>Charlie Inggs  836 8000 ext: 8854</p>
<p>Henderson Business Liaison Group</p>	<p>At this stage meetings will be on an as needs basis - while there are no major changes or issues regarding the developments, meetings have been reduced. However a catch up meeting is expected in June 2005.</p>	<p>Janet Hannan  836 8000 ext: 8527</p>



ISSUE	COMMENTS	REPORTING OFFICER
	<p>In 2004 the applicant applied for an extension of time under s37 to amend the design of the original consent and indicated that they wished to remove the condition for an Opanuku footbridge crossing the Cranwell Esplanade from the Waitakere Gardens facility.</p> <p>The reasons for approval to the removal of the bridge requirement were that there was already provision of adequate pedestrian access from Waitakere Gardens along the footpath of Sel Peacock Drive. The extension of Wadier Place would also provide adequate pedestrian access to Great North Road. It was unnecessary to provide a bridge from the development (metres away from Sel Peacock Drive) into the Pak' n Save car park. Also, the engineering constraints required to construct a bridge with a 1 in 12 gradient required for disabled access would have been significant.</p> <p>As the Cranwell Esplanade terminates on the southern side before it reaches Great North Road a bridge crossing the Cranwell Esplanade would lead either towards the Pac n Save car park (which would require consultation and agreement with Pac n Save) or back towards the existing Sel Peacock Drive bridge. As there is currently a pedestrian footpath crossing the Esplanade at the Sel Peacock Drive bridge and there is a proposed connection through Wadier Place to Great North Road through the centre of the Waitakere Gardens complex it was decided that there were sufficient pedestrian connections to Henderson from the Waitakere Gardens complex. It was decided that the reserve contribution should be paid in full instead of the bridge crossing. As such, the portion of the developer's reserve contribution that was previously comprised in the value of the bridge can now be used for other higher priority reserve purposes in this part of the City.</p>	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Steering Group on Shopping Trolleys in Streams	24 November 2004 Council Resolution No: 2109/2004	5 May 2005	Tony Miguel  836 8000 ext: 8294
Reconstruction of a Pre-School Centre at Jack Pringle Park - Parking Issues	11 November 2004 Resolution No: 2230/2004	5 May 2005	Warren Ogilvie  836 8000 ext: 8739
Report of all Pedestrian Crossings	Request from Ward Tour	5 May 2005	Vinh Bui  836 8000 ext: 8793

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report for 7 April 2005 be received.
2. That the Henderson Community Board nominate a representative to attend each of the following Returned Services Association Anzac Day Parades in the Henderson Ward on Monday, 25 April 2005:
  - Henderson 10.30 am
  - Te Atatu 10.00 am
3. That the Henderson Community Board appoint a representative to the McLaren Community Park Project on a voluntary basis.

Report prepared by: Ngareta Delamere, Committee Secretary.



## **8 ROAD SAFETY ISSUES - METRIC PLACE AND DIVICH AVENUE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to address concerns raised in relation to pedestrian safety around the rear access to Tirimoana School in Metric Place, Te Atatu South.

### **BACKGROUND**

This issue was raised by a representative of the Tirimoana Walking School Bus at the Public Forum of the Henderson Community Board. A subsequent site meeting was held with representatives of the school and Council's Transport Engineer to discuss the issue and consider possible solutions.

### **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.

Providing improvements to pedestrian access around schools improves safety and access for road users while encouraging the use of environmentally responsible transport modes.

## ISSUES

The major issue at this location is the crossing of Divich Avenue. Currently pedestrians walk down the east side of Metric Place from the school entrance and cross Divich Avenue at the end of Metric Place. Sight distances at this location are a little less than desirable and further restricted by the parking of vehicles. It was identified on site that crossing Divich Avenue to the west of Metric Place is a better option as it has clearer sight lines and the parking is restricted between the intersections of Metric Place and Finlow Drive.

*A1* In order for the pedestrians to reach the west side of Metric Place it is necessary to cross Metric Place to the south of Divich Avenue and walk down the berm on the western side of Metric Place or to use the footpath on the east side of Metric Place and cross at the intersection with Divich Avenue (refer map at page A1). Crossing to the south of the intersection is easier and safer than crossing at the intersection, however, the slope of Metric Place and the lack of footpath on the Western side of the street makes this impractical in wet weather.

Providing a short length of new footpath down the western side of Metric Place south of Divich Avenue will provide access for pedestrians to cross Metric Place and Divich Avenue in safer locations than those used at present and thereby assist in the operation of the walking school bus.

## RESOURCES

Construction of short length of new footpath to improve school access can be funded through the Safe Routes to Schools line item in the draft Annual Plan 2005/2006.

## CONCLUSION

Provision of a short length of new footpath on the western side of Metric Place will improve safety for the walking school bus and for pedestrians in general. The construction of the footpath can be funded in the 2005/2006 work programme as a Safe Routes to Schools improvement.

## RECOMMENDATION

That the Road Safety Issues - Metric Place and Divich Avenue report be received.

Report prepared by: Adam Moller, Principal Transport Engineer: Design.



## 9 ALDERMAN DRIVE - SIGNALISED PEDESTRIAN CROSSING

### PURPOSE OF THE REPORT

The purpose of this report is to examine the appropriateness, feasibility and timing issues regarding the installation of a signalised pedestrian crossing in Alderman Drive, Henderson near the junction with Ratanui Street.

### BACKGROUND

At the February 2005 meeting of the Henderson Community Board, the following resolution was passed in relation to a report on the feasibility of installing a pedestrian crossing in Alderman Drive.

*“That a further detailed report as to the timing of the installation of a signalised pedestrian crossing on Alderman Drive be brought to the April 2005 meeting of the Henderson Community Board with a response updated in the March 2005 Committee Secretary’s report.”*

64/2005

### 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.

Provision of appropriate pedestrian facilities is an essential part of providing access and safety for pedestrians.

### ISSUES

#### Pedestrian Demand

A pedestrian count carried out on Wednesday, 16 March 2005 showed the following peak pedestrian demand during the lunch time period from 11:30am to 12:30pm:

Alderman Drive (East of Ratanui)	93 pedestrians
Alderman Drive (West of Ratanui)	58 pedestrians
Ratanui Street (South of Alderman)	45 pedestrians

Approximately 15% of the pedestrians were elderly.

#### Traffic Volumes

Tabulated below are traffic volumes for the same time of day (i.e. 11:30am to 12:30pm) taken from a previous vehicle count at the intersection:

	Exiting	Entering
Alderman Drive (East of Ratanui)	504	538
Alderman Drive (West of Ratanui)	435	309
Ratanui Street (South of Alderman)	193	285

## **Crash History**

A check of the Land Transport NZ crash analysis database showed no record of crashes involving pedestrians in the vicinity of the junction of Alderman Drive and Ratanui Street. This check covered the five (5) years 1999 to 2003 and also included 2004 to the extent that records for 2004 were available at the time of checking.

## **Sight Lines**

Sight lines for pedestrians at the intersection are generally good, although these could be improved by pruning back planting on the frontage of the Pak'N Save car park immediately adjacent to the intersection. Visibility of the existing pedestrian refuge facility east of Ratanui Street is partially camouflaged by the presence of trees on the central island between the roundabout and the pedestrian walk through. Removal of the trees from the portion of the central island immediately adjacent to the pedestrian walk through would help to make the presence of the pedestrian walk through more visible to approaching traffic.

## **Assessment of Options**

The Pedestrian Network Planning and Facilities Design Guide produced by Land Transport New Zealand (formerly the Land Transport Safety Authority) defines a process for determining the type of pedestrian facilities that are warranted at a site based on the operating speed of the road and the configuration of traffic lanes present at the site. In the case of Alderman Drive which is a four lane, two way road with a central median and no parking or shoulder area, the only types of treatments which are appropriate are median refuge islands (already provided at Alderman Drive) and Traffic Signals. The use of painted pedestrian crossing markings in situations where there are two or more lanes travelling in the same direction is not an accepted solution as they are likely to result in significantly higher crash rates than facilities where refuge islands only are provided.

## **Warrant Criteria for Pedestrian Traffic Signals**

The Pedestrian Network Planning and Facilities Design Guide also contains criteria for determining whether the use of mid-block pedestrian traffic signals is appropriate. These criteria are based on the Traffic Volumes, Pedestrian Volumes, and the predicted delay to pedestrians waiting for a gap in the traffic. The site at Alderman Drive falls short of the minimum numbers of pedestrians and vehicles required to meet the warrant standard. This was further reviewed against both the Austroads Guide to Traffic Engineering Practice: Volume 7 (Traffic Signals) and the old NZS 5431:1973 standard, the site fell short of the minimum warrant standards specified in both these documents also.

As such the existing median refuge is considered the most appropriate type of pedestrian facility for this location given the present lane configuration and intersection controls. The pedestrian facilities should not be altered in isolation from the other work in the area and need to be integrated into the proposed traffic network improvements for the Henderson Town Centre.

## **RESOURCES**

The minor vegetation control issues associated with improving sight lines at the existing crossing facility can be funded from the draft Annual Plan 2005/2006 roading maintenance budget.

## CONCLUSION

The existing pedestrian refuge island is the most appropriate type of facility for this part of Alderman Drive at present. The proposed traffic network improvements for Henderson Town Centre present the best opportunity for improving pedestrian provisions by integrating pedestrian facilities into intersection controls.

## RECOMMENDATION

That the Alderman Drive - Signalised Pedestrian Crossing report be received.

Report prepared by: Adam Moller, Principal Transport Engineer: Design.



## 10 HENDERSON SUB-REGIONAL CENTRE: TRANSPORT ASSET PLANNING ACTIVITY

### PURPOSE OF THE REPORT

The purpose of this report is to respond to the February 2005 resolution of the Henderson Community Board:

- “4. That the Henderson Community Board be given an opportunity to comment on the proposed traffic network management plan for the Henderson Town Centre before it is finalised.”

64/2005

### BACKGROUND

The Transport Assets Section of the City Services Unit is responsible in collaboration with the Strategic Group for identification and investigation of existing and future capital deficiencies in the transport assets. The information from the investigations is to be used to assist mandatory consultation processes leading to the formulation of the Long Term Council Community Plan 2006/2016. Inputs need to be drafted by November 2005.

To date attention has been given to strategic transport corridors and to the sub-regional centre networks for New Lynn, Henderson and Westgate. The work is being carried out to a very tight timeline.

### STRATEGIC CONTEXT

The Council's Integrated Transport and Communications Platform has a vision that Waitakere City has public transport and communications systems that provide fast, effective services to the whole city, and that travel demonstrates integrated, environmentally sensitive and innovative design.

It is desirable that the Henderson Community Board be informed of progress in providing for the vision in the Henderson Sub-regional Centre.

### ISSUES

#### Challenges

Henderson is not blessed with a grid of capacious well connected streets. Consequently travel by all road-user modes now suffers congestion impacts, particularly in the pm-peak period and frequently at other times during business hours.

In addition the Auckland Regional Growth Strategy classifies Henderson as one of a limited number of Sub-regional Centres where intensification of development is to take place. This intensification has begun with the West City Shopping Complex, the building of residential apartments including Waitakere Gardens, and the institutional development projects including the Waitakere Central Project and the Unitec Campus.

### **Driving Principles for Transport Planning**

The driving principles for sustainable transport movement within Henderson are to provide for:

- the development of rail and bus services and interchange of passengers;
- the development of new road connections to distribute traffic over more routes;
- safe, convenient pathways and crossings for pedestrians and cyclists;
- intelligent traffic management facilities including signal coordination for general traffic, signal priorities for buses, and real time passenger information signs for bus and rail users;
- road and intersection widening as a final resort in an integrated plan.

### **Specific Infrastructure Improvement Projects**

Preparatory to communication and consultation with stakeholders the following projects are the main ones being investigated by the City Services Unit as to layout, feasibility, operation, timing, funding, and affordability; social, economic, environmental and cultural effects; and traveller benefits:

1. Connection of Henderson Valley Road to the heart of the Town Centre and Vitasovich Avenue via a bridged or tunnelled crossing of the rail-line, and a new bridged crossing of the Oratia Stream.
2. Connection of Henderson Valley Road to the heart of the Town Centre and Vitasovich Avenue via a bridged or tunnelled crossing of the rail-line at View Road, and an improved bridged crossing of the Oratia Stream.
3. Improvements to the Alderman Drive intersections with Edmonton Road and Sel Peacock Drive.
4. Widening of the Alderman Drive Bridge over the Oratia Stream near the Falls Hotel.
5. Connection of the Alderman/Edmonton intersection to Trading Place via a new bridge over the Oratia Stream.
6. Traffic lights and layouts for intersections in Henderson Valley Road at Smyth Road and at a new access road for the Corban Winery Estate.
7. Layout changes to 'Main Street' (Great North Road between Edmonton and Henderson Valley Roads) to ease general traffic flow and bus movements.
8. Improvements for Railside Avenue to provide interchange facilities and crossing points for bus and rail passengers.

Project 8 above is being developed so that its implementation will coincide with the double-tracking of the Western Line and the advent of the new Henderson Central Rail Station mid-2006; it is an element of the approved Annual Plan 2004/2005.

## **Integrated Design**

A2

Technology has now developed to the extent that whole town centre network proposals can be tested for their immediate and future operational performance, taking account of how the package of projects interacts. A period of two (2) months has been spent setting up the essential components of a PARAMICS simulation for the Henderson Town Centre. Another similar period will be required to calibrate and validate the model. The figure at pages A2 to A5 gives some indication of the nature of the simulation's graphical output. A dynamic display will be presented on screen at the Board Meeting in April 2005.

In parallel with the simulation of the integrated performance characteristics of the transport proposals, geometric, engineering and costing studies of the individual projects are also underway.

This project involves staff from across Council and also involves communication with Henderson area stakeholder interests, and integration with the Western Line double-tracking project.

## **CONCLUSION**

Activities leading to the communication and consultation required for finalisation of the Long Term Council Community Plan 2006 have been summarised in regard to transport asset development in the Henderson Town Centre. The Henderson Community Board is a key stakeholder and the Board's views will be further sought as the project progresses.

## **RECOMMENDATION**

That the Henderson Sub-Regional Centre: Transport Asset Planning Activity report be received.

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



## **11 TE ATATU ROAD / OLD TE ATATU ROAD ROUNDABOUT: TRAFFIC CONGESTION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to advise the Henderson Community Board on congested morning-peak-period traffic conditions experienced on the Te Atatu Peninsula in February 2005.

### **BACKGROUND**

A large number of complaints of morning peak traffic delays in Te Atatu Road, Te Atatu Peninsula have been received. The prime cause of congestion has been perceived to be the new roundabout at the intersection of Te Atatu Road and Old Te Atatu Road. Southbound traffic has to give way to north bound traffic that U-turns at the roundabout to get priority access to the eastbound motorway on-ramp from the Peninsula. Delays of 10 to 30 minutes in excess of the delays applying before the roundabout was installed have been claimed.

The rationale for this roundabout is that it would provide:

- A formal safe entry point to the Harbourview-Orangihina Park;
- Enhanced traffic calming for wide straight Te Atatu Road; and
- Safe convenient access to the park and to the southbound side of Te Atatu Road for residential-catchments to the west of Te Atatu Road

## **STRATEGIC CONTEXT**

The Waitakere City Council's Integrated Transport and Communications platform is about making sure by sustainable means (primarily passenger transport) that the city is always easy to get around.

The excessive congestion that occurred on Te Atatu Road, Te Atatu Peninsula in February 2005 is contrary to the vision and requires an assessment and possibly resolution.

## **ISSUES**

### **Causes of Congestion**

Delays to southbound traffic at the roundabout can be caused by:

- U-turning-traffic from the south;
- Right-turning-traffic from old Te Atatu Road;
- Blockages by queues from the eastbound motorway on-ramp; and
- Hold-ups owing to traffic accidents.

The amount of delay is longer with increases in prevailing traffic volumes.

### **Prevailing Levels of Congestion**

Traffic volumes and queues and hence delays were measured for the subject roundabout and the other roundabout to the north at Gloria Avenue, on Thursday 3 March 2005, for the period 6 am to 9 am.

The pertinent results are as follows:

- In the worst hour (7:AM to 8:AM) the southbound volume, the opposing right-turn volume, and the opposing U-turn volume, at the Old Te Atatu roundabout were 1,288 vehicle/hour, 246 vehicle/hour and 301 vehicle/hour respectively. The eastbound motorway on-ramp volumes were 1,286 vehicle/hour and 1,613 vehicle/hour (for the Peninsula and Te Atatu South ramps respectively);
- The motorway on-ramp queue extended back to the Old Te Atatu Road roundabout for 4 minutes from 7:12 AM, 2% of the 3-hour survey period;
- The average delay to southbound traffic at the roundabout was 20 seconds between 6:AM and 9:AM, and 30 seconds between 7:AM and 8:AM;
- The queue back from the Old Te Atatu Road roundabout was never more than 160 m long whereas the Gloria Road roundabout is 360 m away; and
- Congestion at the Gloria Road roundabout was always much less than at the Old Te Atatu Road roundabout.

These results confirm that the new roundabout provided a good level of service under the traffic conditions prevailing during the survey on 3 March 2005. Feedback from a professional roading engineer who registered a written complaint about the conditions in February 2005, and who travels south along Te Atatu Road and through the subject roundabouts every AM-peak-period, is that traffic service has re-established at a normal level.

### **Explanation of Adverse Conditions in February 2005**

The prevailing levels of congestion can be estimated by engineering methods using the prevailing traffic volumes. Further, the levels of congestion that would pertain with higher traffic volumes can also be estimated.

It is estimated that a 20% increase in the worst hour traffic volume would result in a 10 fold increase in the delay to southbound traffic approaching the Old Te Atatu road roundabout; average delays of about 6 minutes, and maximum delays of about 20 minutes could be expected, corresponding to a very poor level of service.

The return of students to secondary and tertiary institutions and employees from summer vacations in February/March each year results in additional traffic, and this is a common explanation for the annual traffic aberrations at this time of the year. Such aberrations are widespread and not confined to the Old Te Atatu Road roundabout.

It is apparent that in face of a very poor level of service road users adjust their departure times over two (2) or three (3) weeks to spread the additional traffic over a longer (3-hour) period than they would desire, reducing the traffic intensities that otherwise result in excessive delays and queues.

### **Amount of U-turning Traffic**

The data presented shows that about 15% only of the traffic from Te Atatu South heading east on State Highway-16 U-turns at the roundabout, and that 56% of all the traffic heading east uses the spiral on-ramp.

This demonstrates that equilibrium has been reached and that traffic from Te Atatu Peninsula will never be opposed by a high percentage of traffic from Te Atatu South.

Furthermore, it is well known that traffic from the Te Atatu South is opposed by extraneous traffic from the west that could be expected to use the Lincoln Road interchange. Thus owing to the limitations of the State Highway 16 motorway and its interchanges, and the need to improve passenger transport services, traffic patterns are distorted and appear inequitable to constituents over a wide area (of which the Te Atatu Peninsula is only a part).

### **RESOURCES**

As no action is recommended, no resources are required.

### **CONCLUSION**

The Old Te Atatu roundabout can be expected to provide a good level of service to all traffic using it for the majority of the time. Levels of service will suffer occasional aberrations owing seasonal spikes in demand relating to students returning to colleges, institutes and universities, and workers returning from vacations. These spikes are soon flattened as road users adjust their departure times.

Such aberrations are not confined to the Old Te Atatu roundabout, are widespread, and cannot be alleviated without enlargement of the motorway and its interchanges and/or the rapid development and uptake of passenger transport services, measures that the Council can only press others to take. Road users soon adjust their departure times to spread the traffic load and reduce queuing and delay.

Minor traffic management measures, such as prohibition of the U-turn 6 AM to 9 AM on the southern approach to the Old Te Atatu Road roundabout, are not recommended at this time. Such would prevent the best overall equilibrium establishing, and the U-turn is a safe movement.

### **RECOMMENDATION**

That the Te Atatu Road/Old Te Atatu Road Roundabout: Traffic Congestion report be received.

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



## **12 ASSESSMENT OF WATER AND SANITARY SERVICES**

### **PURPOSE OF THE REPORT**

The purpose of this report is to enable the Henderson Community Board to consider the draft Assessment of Water and Sanitary Services and to recommend that the Henderson Community Board makes a submission to Council on this Assessment.

### **BACKGROUND**

The Local Government Act 2002, Part 7, Sections 123 to 136 requires Council to undertake an Assessment of Water and Sanitary Services. In this context water includes drinking water, wastewater and stormwater; and sanitary services include cemeteries, crematoria, solid waste and public toilets.

Section 128 of the Act requires the Council to consider a holistic approach for the assessment and to consider a full range of options and technologies available to meet current and future demands for services.

In addition, the Auckland Regional Council's Air, Land and Water Plan has become operative and this has a major bearing on the environmental standards for water and sanitary services and hence costs.

It is essential that these issues are understood by the community as they will have a significant effect on the 2006/2016 Long Term Council Community Plan.

In order to enable Council to fully debate the issues raised by the Assessment of Water and Sanitary Services, a workshop was held during the Council meeting of 16 March 2005.

## STRATEGIC CONTEXT

The Council's *Three Waters* platform has the objective of establishing Waitakere as a centre of innovative water management. One of the success measures is that sustainable management solutions for stormwater, water and wastewater are achieved in all new development areas. The consideration of new technologies is fundamental to this achievement.

Planning for water, wastewater and stormwater services is included in the Sector Agreement developed with Rodney District Council, North Shore City Council and the Auckland Regional Council. This Agreement states that Sector partners will share technical knowledge and work co-operatively on innovative approaches for managing stormwater and wastewater.

Over the planning horizon greenfield expansion may occur in:

- Waitakere City Council's northern strategic growth area (NORSGA) of Whenuapai, Hobsonville Peninsula, Hobsonville Corridor and Massey North, Red Hills and the western areas of Babich and Penihana;
- Rodney District Council's Kumeu and Riverhead townships; and
- North Shore City Council's Greenhithe area.

An integrated approach to development of these areas by all three Councils may have economic, environmental, cultural and social benefits to the Northern and Western Regions as a whole.

The Council's 2020 Vision for Zero Waste is that Waitakere will be a clean and attractive city that turns all its waste into resources. Thus the Assessment of Water and Sanitary Services should provide details of how Council aims to achieve its vision.

The provision of cemeteries, crematoria and public toilets support a number of Council's strategic platforms.

## ISSUES

The Local Government Act 2002 requires territorial local authorities to assess the provision of water-related and other sanitary services within its district.

Specific information required from the assessment for each identified community includes:

- A description of the services provided;
- An assessment of risks to communities relating to the absence of services;
- The quality, quantity and adequacy of services provided;
- The current and estimated future demand;
- The territorial authority's role and proposals for meeting these demands;
- The options available to meet the forecast demands and the suitability of each;
- The health and environmental impacts of discharges of stormwater and wastewater; and
- The extent to which public health is adequately protected.

The Local Government Act 2002 requires the first assessment to be completed by 30 June 2005 and that it be adopted using the special consultative procedure.

The Local Government Act 2002 Part 7 defines "Water Services" as all three waters: water supply, wastewater and stormwater. All forms of supply and delivery systems servicing 'communities' must be assessed as to adequacy of supply for present and future demands, and with respect to any risks to the supply and the associated community.

Much of the urban area is serviced by well-recorded and maintained reticulated pipe systems for all three waters. Asset and Catchment Management Plans contain most of the information required for assessment of these services, but the Act requires that the process still be carried out.

The outlying rural communities have been more difficult to assess as Council records are less complete and some, if not, most local systems are privately owned and maintained.

Examples of non-Council water services would include:

- Stand alone activities: schools, correction facilities and private schemes;
- Small rural and holiday settlements;
- Small lot rural-residential and bush living subdivisions; and
- Marae and other cultural settlements.

The Local Government Act 2002 Part 7 (in referring to the Health Act section 25) defines "Sanitary Services" as cemeteries, crematoria, public toilets and waste disposal.

Section 129 of the Local Government Act 2002 limits the extent of information, and the Council's efforts to obtain it, to:

- The significance of the information;
- The costs of, and difficulty in, obtaining the information;
- The extent of the territorial authority's resources; and
- The possibility of the local authority's direction under the Health Act to provide the relevant services.

Council must therefore use its best endeavours to make a full and balanced assessment, within the practical limitations of cost, time, resources and information availability, and must explain the extent to which the above factors have impacted materially on its completeness.

The full range of options and their environmental and public health impacts must be considered in the assessment. These options must include, but may not be limited to, the following:

- On-site collection and disposal methods;
- Greywater and stormwater reuse or recycling;
- Demand reduction strategies including public education and information, promotion of appropriate technologies, pricing strategies and regulation; and
- The full range of technologies available.

In line with the Council's strategic direction 70% of growth over the next 20 years will be in existing urban areas and it will be necessary to ensure adequate capacity for growth. The remaining 30% will be in greenfields such as Northern Strategic Growth Area.

Traditional planning is based on a 20 year planning horizon. However, as the lifecycle of infrastructure typically exceeds 50 years, short term planning (i.e. up to 20 years) may compromise longer-term development and a 50 year planning horizon is now considered more appropriate.

Robust and flexible strategies that result in long-term management solutions meeting community outcomes and conforming to Council's Vision of sustainability as conveyed by its strategic platforms are required.

The assessment will also need to address cross boundary issues and incorporate integrated management solutions where appropriate.

The Assessment of Water Services takes into account the Auckland Regional Council's Variation to the *Proposed Auckland Regional Plan: Air, Land and Water* and the *Proposed Auckland Regional Plan: Coastal* that sets environmental standards for the performance of stormwater and wastewater networks.

A series of detailed reports has been prepared for the Assessment of Water and Sanitary Services. These will be available upon request for Elected Members and any members of the community who wish to obtain detailed information.

A4-A114

As well, a simplified version will be made available as a summary of the information, attached at pages A4 to A5 and a statement of proposal attached at pages A6 to A114.

### THREE WATERS

Waitakere City Council is currently investigating water cycle management options to service the Northern Strategic Growth Area of Hobsonville Peninsula, Hobsonville Corridor and Massey North.

In this context, Waitakere City Council is working with Rodney District Council and North Shore City Council to investigate technologies that can provide efficient and effective water, wastewater and stormwater services.

Although there is separate responsibility for the operation of the Council and Watercare Services Limited's water and wastewater networks, the networks operate in an integrated manner and modifications to one can have the potential to affect performance in the other. Hence there are mutual benefits in undertaking an appropriate level of joint planning and information exchange in relation to network performance, population forecasts, current and future flows and other relevant data.

The key challenges and issues facing Council's management of the Three Waters include the following:

- Growth;
- Protection of public health and environment;
- Affordability;
- Community partnerships;
- Climate change;
- New legislation and standards;
- Asset age and condition; and
- Achieving a regional approach.

In order to provide clear targets for Council's direction, it is proposed to seek community agreement on the targets for the Three Waters, including the following:

- Long term water use per capita, the target being to reduce domestic usage per person by 25% by 2025;
- The degree to which the community wishes to limit wastewater overflows, with a recommended target of 50% reduction by 2025;
- The degree of flood protection, with a recommended target of ensuring that no habitable buildings are flooded by 2025;
- The standards for environmental protection of streams, rivers, lakes, wetlands, aquifers and harbours, with a recommended target of complying with the Air, Land and Water Plan requirements by 2025; and

- The affordability of any agreed targets.

The methods that are recommended for adoption by Council include the following:

- Pricing and funding of the Three Waters, including increasing the frequency of water billing to a 3-monthly cycle and investigating tariffs for water, wastewater and stormwater;
- Work programmes to achieve economic growth from the investment in three waters technologies
- Education and information programmes;
- New bylaws for water, wastewater, stormwater and trade waters;
- Implementation of new technologies;
- Water sensitive design;
- Northern Strategic Growth Area options;
- Water conservation and demand techniques;
- Infiltration and inflow control, including requiring private drains to be watertight;
- Management of wastewater systems, including on-site systems;
- Stormwater treatment techniques;
- Mitigation of vehicle pollution;
- Flood control management; and
- Promoting changes to the Building Act and the District Plan.

These methods are further detailed in the Statement of Proposals.

North Shore City Council will be seeking a declaratory judgement on its ability to charge for wastewater on the basis of water used by consumers. This would enable Council to establish wastewater as a self funding account on the same principles as water supply if so desired by Council. North Shore City Council has requested Council's support for this process and it is recommended that authority be given to support the declaratory judgement.

## **SOLID WASTE**

The solid waste assessment is a summary of current waste services, a forecast of future demands and an assessment of options to meet future demand for waste services. The report concludes that, as far as the Council is aware through complaints registers, there are no major public health issues associated with the provision and operation of the various existing solid waste services in the City.

The range and extent of solid waste services that will be required in the future will be influenced by various factors including:

- Population and industry growth and trends;
- National and regional influences;
- Zero Waste vision; and
- Regional landfill capacity.

A basic analysis of Auckland Region's waste disposal landfill capacity suggests that there is sufficient capacity to continue to handle reuse from the Refuse Transfer Station for at least the next 10 years. However, it is essential that Council progresses its Zero Waste strategy to minimise the need for landfills once the capacity starts to run out.

In order to achieve the Zero Waste vision, there will be numerous initiatives and services which will begin to be introduced and implemented over the next ten or so years. This will require significant investment and participation from all sectors of the community.

The currently planned options that will help towards achieving the Zero Waste vision include:

- License refuse and recycling collectors operating within the city;
- Operate the resource recovery centre; and
- Establish the kerbside food waste collection.

It has been recognised in the assessment that further funding and initiatives will be required to address those waste categories that get transported to locations outside Waitakere City as well as waste that comes from outside Waitakere City but handled at the transfer station.

### **CEMETERIES AND CREMATORIA**

Council operates the Waikumete Cemetery and Crematorium and the Swanson Cemetery. As part of the Assessment of Water and Sanitary Services, investigations have been carried out into the future capacity of the Waikumete Cemetery and this has identified remaining capacity until 2021.

A number of options have been developed to provide capacity beyond this period, including the following:

- Closure of the Waikumete Cemetery when capacity runs out;
- Purchasing land now elsewhere in the city to secure future cemetery capacity, at an estimated cost of \$5.5m;
- A variation to the Waikumete Cemetery Management Plan and District Plan provisions to enable additional development on the site. This could provide capacity until 2055. Under this proposal there would be extensive ecological restoration of the existing developed areas of the cemetery, well ahead of other areas being disturbed, in order to off-set any adverse effects;
- Implementation of new burial technologies such as modular systems or the establishment of mausoleums. This could provide capacity until 2038 without variations to the currently approved development plans for Waikumete Cemetery; and
- Exiting the service, but this could not happen unless Council can provide alternative arrangements, such as private enterprise providing a suitable cemetery in the city.

At this stage further detailed investigation is required to identify an optimum solution. Thus the Assessment of Water and Sanitary services will seek feedback on preferred options to ensure cemetery services are secured for the city for the next 50 years.

The results of the feedback on the cemetery options and detailed investigations will be submitted for Council's consideration in the 2006/2016 Long Term Council Community Plan.

### **PUBLIC TOILETS**

Council provides a total of 79 public toilets and changing rooms throughout the city. These toilets are located in town centres, sports parks, neighbourhood parks, beaches and major city parks.

The newest toilets within the city are in Glen Eden, Archibald Park and Brains Park. The new Glen Eden toilet has proven to be a success with the toilet averaging over 1000 visits per week since it was installed in July 2004.

Currently Council provides:

- Toilets and changing rooms for use on sports fields; and
- Toilet blocks that are located predominantly at beaches and in town centres.

At present, there are 33 parks with at least one toilet, and 27 with both toilets and changing rooms. In addition to this, there are two parks with club toilet/changing room facilities.

There are several issues associated with the current provision, including:

- Inadequate level of provision across the city;
- Poor condition of some facilities;
- Closed facilities;
- High vandalism;
- Lack of provision in some places (for example Royal Reserve in Massey, which has potential as a high use park); and
- Affordability.

The criteria for providing toilets applies to the following locations:

- City wide multi use parks;
- Main beach reserves and coastal reserves with a boat ramp;
- Sports parks where there are no club facilities that cater adequately for public use;
- Local multi use parks where there are no other facilities that provide that function;
- "Domains" in rural and bush villages;
- Neighbourhood parks which receive high usage;
- Where there are no existing facilities in the area; and
- Main town centres.

Toilets and changing room facilities require funds for their maintenance and upgrading. Where the cost of this work exceeds the benefits, Council should investigate the issue of removal.

Therefore, toilets/changing rooms could be removed where they are:

- Located on neighbourhood parks;
- In need of upgrading and occur on Green Network parks and parks with only one sports field; and
- Where there are instances of low use and vandalism.

There are three (3) toilets which are located on neighbourhood parks and are locked permanently, due to low use and high vandalism. These blocks are located at Roberts Field, Te Atatu South Park, Manuka Park and Riverpark and have been identified as surplus to current and future requirements based on the current policies and criteria. It is proposed that these blocks will be removed in 2005/2006.

Options for the future provision of toilets include the following:

- Encouraging businesses to provide and maintain facilities in town centres. This is currently being carried out by the large mall operators at Henderson and New Lynn; and
- Requiring sports clubs to supply toilets and changing rooms at sports parks in exchange for Council providing other park facilities. This has been trialled with a soccer club where Council contributed to improving a training area and the club was to upgrade the toilets for public use. The success of this option is still unrealised as the club has yet to install new toilets whereas the Council completed its works in 2004.

Currently at many of the sports grounds where there are club rooms the clubs toilets are often open for public use. This mainly occurs where clubs are based on grounds with less than 3-fields and Council does not provide toilet/changing room facilities.

The provision of portaloos has also been considered as an alternative to permanent facilities. This is currently used in several locations in the city during peak summer periods but accessibility, safety and child use is an issue with these facilities. The cost of using the standard portaloos against a single unit toilet has a 20-year break even point in favour of the portaloos and hence these are generally only used as back up or for short term use.

The new single and double unit toilets currently being provided are removable and can be relocated when required. This has occurred in Henderson when the two toilet blocks were removed, refurbished and placed in new locations.

The current upgrade programme has five (5) years to continue until the goals of the present programme have been achieved. At this stage it is not planned to build any more new toilets beyond the 5-year period.

The Assessment of Water and Sanitary Services also contains further information to enable community feedback on the provision of public toilets, including location, amenity values and maintenance.

## **WORK PROGRAMME**

As the Assessment of Water and Sanitary Services will become a significant input into the 2006/2016 Long Term Council Community Plan it is proposed to carry out a two stage programme as set out below.

### **Stage 1**

- 18 April 2005 to 18 May 2005
- Presentations to Community Boards, Te Taumata Runanga, Pacific Islands Advisory Board.
  - Public consultation and submissions.
  - Special Edition of Waitakere City News to be distributed citywide.
  - Three Community Workshops - New Lynn Community Centre, Civic Centre, Massey Community Centre
  - Consultation with iwi, Medical Officer of Health, regional stakeholders and the Water Focus Group

- 18 May 2005 - Submissions close  
June 2005 - Council hearings and adoption of the Assessment of Water and Sanitary Services

## Stage 2

- March 2006 - June 2006 - Further consideration and consultation on implementation issues of the Assessment of Water and Sanitary Services through the Long Term Council Community Plan process.

## RESOURCES

Provision has been made in the Long Term Council Community Plan for the Assessment of Water and Sanitary Services. The funding allocation covers the cost of various models required and specialist technical input to the assessment.

The resource implications, including the impact on the Funding Policy and Development Contributions Policy, arising from the Assessment of Water and Sanitary Services will be reported to Council through the 2006/2016 Long Term Council Community Plan process.

## CONCLUSION

Under the Local Government Act 2002, Council is required to prepare an Assessment of Water and Sanitary Services by 30 June 2005. The draft Assessment of Water and Sanitary Services has identified the following issues for consultation:

- The need to reduce water usage;
- The need to reduce wastewater overflows and improve onsite wastewater management;
- The need to introduce user pays for wastewater in the Inner Drainage Area, it should be noted that residents outside the Inner Drainage Area already pay directly for the septic tank pump outs;
- The need to reduce the adverse effects of stormwater;
- The need to accelerate the Zero Waste strategy;
- The need to secure additional cemetery capacity beyond 2021; and
- No requirement for additional public toilets beyond the currently approved programme.

The draft Assessment of Water and Sanitary Services provides a series of tactical action plans and work programmes to address these issues.

It is recommended that the Henderson Community Board makes a submission to Council on the draft Assessment of Water and Sanitary Services.

## RECOMMENDATIONS

1. That the Assessment of Water and Sanitary Services report be received.
2. That the Henderson Community Board makes a submission to Council on the draft Assessment of Water and Sanitary Services.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



### 13 PROPOSED 2005/2006 FOOTPATH CONSTRUCTION PROGRAMME

#### PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board for the 2005/2006 Footpath Construction Programme.

#### BACKGROUND

*A115-A117*

Council has delegated to the Community Boards the authority to confirm the footpath construction programme and establish priorities using a point system, as set out in the attachment at pages A115 to A117.

The detailed process to establish footpath priorities includes the following:

- A review of the Road Assessment and Maintenance Management footpath output list. This is a list of all the roads in each Ward, with specific reference to roads with a footpath on each side, one side and with no footpath;
- A compilation of the proposed final lists that are considered suitable for the construction of a new footpath;
- A visit to each site to determine its priority points, feasibility, practicality and physical constraints;
- Prioritisation of the final list for each Ward;
- A review of the cost estimates;
- Determination of the construction programmes based on the revised footpath priority lists; and
- Funds are allocated across the city based on a formula approved by Council.

#### STRATEGIC CONTEXT

The provision of footpaths contributes to the following strategic objectives:

- Safe City;
- Urban and Rural Villages;
- Integrated Transport and Communication.

In this context it is important that the Footpath Construction Programme is implemented equitably with regard to the whole city. This means taking into account the overall distribution of the needs for footpaths and the overall distribution of pedestrian activity.

#### ISSUES

The draft Annual Plan 2005/2006 budget allows \$1,500,000 for the construction of new footpaths. This is an increase of \$500,000 in the Annual Plan 2004/2005.

Using the agreed footpath budget allocation formula and the latest priority lists, the allocations of funds per Ward are as follows:

Ward	Footpath One Side (km)	No footpaths (km)	Weighed % of budget	Budget Allocation \$
<b>Henderson</b>	<b>6.542</b>	<b>0.426</b>	<b>1.775</b>	<b>15,970</b>
<b>Massey</b>	<b>16.191</b>	<b>23.940</b>	<b>39.958</b>	<b>359,513</b>
<b>New Lynn</b>	<b>33.419</b>	<b>9.105</b>	<b>22.012</b>	<b>198,048</b>
<b>Waitakere</b>	<b>27.478</b>	<b>64.068</b>	<b>102.972</b>	<b>926,469</b>
<b>All Wards</b>			<b>166.717</b>	<b>1,500,000</b>

The proposed footpath construction programme for the Henderson Ward is based on the priority list and previous discussions with a representative from each Board and is as shown in the table below:

Road Name	Road Section	Length (m)	Estimated Cost (\$)
Railside Avenue	Roundabout to View Road	42	\$6,300
Gloria Ave	Roundabout to Te Atatu Rd	13	\$1,950
School Road	School Road to Edmonton Road	30	\$4,500
Contingency			\$3,220
<b>Total</b>		<b>85</b>	<b>\$15,970</b>

The construction programme as set out above, should be considered to be provisional as it will depend on the following factors:

- Detailed site design may show the need for additional works such as earthworks, retaining walls and drainage improvements; and
- The heated state of the construction market may result in unacceptably high tender prices which may require that footpath construction projects be delayed or reduced in scope.

Any changes to the programme arising from the above circumstances will be reported back to the Community Board to enable the work programme to be adjusted accordingly.

## RESOURCES

Resources have been provided in the draft Annual Plan 2005/2006 for construction of footpaths.

## CONCLUSION

The footpath priority lists for each Ward has been reviewed to take into account additional funding provided by Council in the draft Annual Plan 2005/2006.

## RECOMMENDATIONS

1. That the Proposed 2005/2006 Footpath Construction Programme report be received.
2. That the proposed footpath construction programme for 2005/2006 be approved in principle, subject to final confirmation by Council of funding in the Annual Plan 2005/2006.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



## 14 NEW ZEALAND COMMUNITY BOARDS' CONFERENCE

### **PURPOSE OF THE REPORT**

The purpose of this report seeks to give the opportunity to the Elected Member who attended the New Zealand Community Boards' Conference held in Dunedin on 3 - 6 March 2005 to report back to the Board.

### **BACKGROUND**

The New Zealand Community Boards' Executive Committee has now been recognised by Local Government New Zealand as an advisory committee on Community Board matters.

All local authorities are members of Local Government New Zealand and it is Local Government New Zealand's role to represent the national interests of the sector. Community Boards are now recognised by Local Government New Zealand as an integral part of the sector.

The first Community Boards' Conference was held in Christchurch in March 1997 and has been held every two (2) years since then.

### **STRATEGIC CONTEXT**

Ensuring Elected Members know and understand their role and the parameters in which they can most effectively govern the City, contributes to all the Community Outcomes identified by the Council in its Long Term Council Community Plan and in particular, the Active Democracy Platform. The provision of training, including that available at the Community Boards' Conferences assists that contribution.

### **ISSUES**

The Dunedin Community Boards hosted this year's conference with the full support of the Dunedin City Council. Henderson Community Board was represented by Wayne Bainbridge. The other attendees from Waitakere City were:

- Christine Shepherd (Waitakere Community Board)
- Gayle Marshall (New Lynn Community Board)
- Gayleen Maurice (Massey Community Board)
- Sharon Davies (Waitakere Community Board)
- Cr Peter Chan (Massey Community Board)
- Charlie Inggs (Democracy and Governance Team Manager)

The organising committee provided a balanced programme of workshops and keynote speakers for both new and experienced Elected Members. The Conference provided the opportunity to network with other elected Members as well as learning from the keynote speakers and work sessions which included workshops on:

- Chairing of Meetings and Code of Conduct;
- Emergency Services working with Community Boards;
- Induction and Role for New Community Board Members;
- Making a Submission to the Local Government Commission;
- Making of Submissions to the RMA/Environment Court by Community Boards;
- Training of Members wishing to sit on Resource Consent Panels;
- Consultation and Significant Projects by Community Boards with reference to the 2005 Best Practice Awards;

- Facilitation and Partnerships for Community Boards with reference to the 2005 Best Practice Awards.

Keynote speakers included:

- Basil Morrison (President of Local Government New Zealand), Eugene Bowen (Chief Executive Officer Local Government New Zealand) and Yvonne Palmer (Chairperson Community Boards Executive);
- Murray Smith MP (United Future Party - Sponsor of the Local Government (Use of Community Boards) Amendment Bill);
- Jim Harland (CEO Dunedin City Council);
- Anne Carter (Department of Internal Affairs);
- Jonathan Salter (Local Government New Zealand Legal Advisor);
- Neil Brown (Manager: Civil Defence Emergency Management, Dunedin City Council);
- David Benson-Pope (Associate Minister of the Environment);
- Kerry Marshall (Local Government Commission);
- Cr Leah McBey (Otago Peninsula Community Board);
- Nick Smith (National Party Spokesperson on Local Government);
- Pete Hodgson (Minister of Transport).

Active participation and questioning was encouraged. The 2005 Best Practice Awards were presented at a dinner held on the Thursday evening, which also allowed participants time for networking and sharing experiences.

Overall the conference appeared to be a success. The programme was managed in an extremely professional manner by the conference organisers. As Community Boards are very diverse in nature (ranging from populations of less than 400 to over 100,000) and composition, finding the appropriate level to pitch the workshops was no easy task, but by and large seems to have been achieved.

## **RESOURCES**

The funding requirement for airfares, accommodation and the conference fee was met from budgets provided for within the Annual Plan 2004/2005.

## **CONCLUSION**

The Henderson Community Board is requested to use the presentation of this report as an opportunity for Mr W Bainbridge, who represented the Henderson Community Board at the Conference, to report back to the Board.

## **RECOMMENDATION**

That the New Zealand Community Boards' Conference report be received.

Report prepared by: Charlie Inggs, Democracy and Governance Team Manager



15 **FALLS PARK - PAID PARKING**

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

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceedings of this meeting, Falls Park - Paid Parking.

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

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

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

- The report contains information which if released could affect the Council's negotiations.



**16 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 David Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Council/Police Liaison Group	Helen Jones Leo Nobilo
Youth and Advocacy Advisory Group	Wayne Bainbridge
Advisory Group for Te Atatu Peninsula Reserve Management Plan	Wayne Bainbridge
Waitakere Road Safety Steering Group	Helen Jones
Taipari Strand Community Group	Leo Nobilo
<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

