

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 2 NOVEMBER 2006, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 5 October 2006

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 5 October 2006, 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 Chairman 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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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 CHAIRMAN'S REPORT

We are now one year out from elections and we still have so much to achieve. There just never seems enough hours in the day.

At this time I know you will all join me in wishing Kathy Gilmour the best after her surgery and a speedy recovery. Our thoughts are with both her and Ewen at this time.

Provincial Netball Championships

These were held at The Trusts Stadium at the end of October 2006 with Auckland/Waitakere being beaten in the final by Waikato. It was a very competitive match with Auckland/Waitakere leading through the first three quarters. Local players Maria Tutaia and Paula Griffin were selected for the Silver Ferns team.

Auckland Regional Council Meeting for elected members

A number of Councillors and Community Board members attended this meeting from Waitakere City and we came away with a better understanding of the debate over changes to the Local Bodies structure being suggested. The Chairman of the Auckland Regional Council Mike Lee made it clear that Community Boards are elected members and as such will be involved in all meetings that the Auckland Regional Council organise. The next meeting is to be held on 6 November 2006.

Diwali Festival

This was a wonderful day for all the people of Waitakere and I congratulate the Waitakere Ethnic Board on a day that could not be missed.

FIBA Oceania Youth Basketball Championship

I attended both the Friday and Saturday games and was very proud when New Zealand defeated Australia in the men's final. Unfortunately the New Zealand Women were beaten by Australia. The skill of the players was outstanding and augurs well for the future.

Te Atatu South Cluster School Travelwise Plan

This working group is very enthusiastic and well organised and I can see it being as successful at the Rutherford Cluster Plan.

Infratil Awards

I continue to be surprised by the number of voluntary community groups that work in our community. The nominations received this year were once again of the highest standard with the supreme winner being the 'Bring it on Trust' which is made up of a group of 40 volunteers who established the Trust to run hip hop dance competitions for youth.

Rutherford Cluster Travelwise School Plan Launch

This was held on Thursday, 26 October 2006 with an all day community day being held at Rutherford Primary. I know all those who attended had an enjoyable day. My congratulations to all those involved in the organisation of the launch.

Keep Waitakere Beautiful

This year the winner of the Kauri Award for the most active individual volunteer working in the community to beautify Waitakere City by reducing litter, weed and/or graffiti was won by Ken Catt who lives in Te Atatu Peninsula. Ken has worked tirelessly for the community for many years and is a hard working member of the Waitakere branch of the Forest and Bird Society. Highly commended in the Pohutukawa Award section for the tidiest and best presented school grounds through ongoing action by the students was Tirimoana Primary School. Matipo Primary School, Room 10 was a finalist in the Puriri Award section for the best school grounds tended by students which feature composting facilities and plant propagation sites. Sam Rawlinson from Rangeview Intermediate School was a joint award winner of the Kowhai Award for student leadership.

Obituary Brian Slater

The West has lost a man who devoted much of his life to serving the community. Brian was a Waitemata City Councillor for 12 years and served on the Henderson Community Board for nine years and six of the nine years as Chairman of the Henderson Community Board. At the time of his sudden death, Brian was the Chairman of the Eastern Bays Community Board. Brian was also involved in many community activities and at his funeral service his sons spoke fondly of growing up in Te Atatu. Brian arrived in New Zealand in 1955 by ship with five pounds in his pocket and the first thing he did was buy an ice cream. He then joined the Air Force and from there rose to executive status for many airlines.

At the service for Brian his son Michael spoke of how his father believed in equality, free speech and that if you did something do it well. To me those three things epitomised all that was good and honourable about Brian and it was a fitting tribute to him.




RECOMMENDATION

That the Chairman's Report be received.

Elizabeth Grimmer, MNZM

CHAIRMAN



REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005 Resolution No. 1765/2005	7 December 2006	Tony Miguel  836 8000 Ext: 8294
Road Safety Issues - Vodanovich Road	9 February 2006 Resolution No. 90/2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Repairs to Coronation Bridge, Henderson	4 May 2006 Resolution No. 777/2006	7 December 2006	Tony Miguel  836 8000 Ext: 8294
Traffic Congestion at the Intersection of Smythe and Henderson Valley Roads	6 July 2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Traffic Congestion at the Intersection of Keeling and Henderson Valley Roads	6 July 2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Speeding Traffic on Newington Road	6 July 2006 Public Forum Resolution No. 1328/2006	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Mobility Car Parks Around the City particularly outside Waitakere Central Library, Waitakere Lane and behind the BNZ Building, Henderson	6 July 2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Request for an Island Pedestrian Crossing on Great North Road, outside the Palmers Garden Centre, opposite the Waikumete Cemetery	3 August 2006 Public Forum Resolution No. 1497/2006	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Cracked Footpaths on the Corner of Seymour and Sunnyside Roads	3 August 2006 Public Forum Resolution No. 1497/2006	7 December 2006	Brent Piggott  836 8000 Ext: 8716
Improved Lighting and Trees Cut Back at the Kelston Community Centre Car Park	5 October 2006 Public Forum	8 January 2007	Stuart Liddell  836 8000 Ext: 8375

RECOMMENDATION

That the Committee Secretary's Report for 2 November 2006 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 RAILSIDE AVENUE, HENDERSON - NEW P90 PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new 'P90, Ninety Minutes Parking Only' in Railside Avenue, Henderson.

BACKGROUND

The operator of a business located in Railside Avenue, Henderson has requested that Council install a time limit parking restriction on some of the angle parking spaces on the west side of Railside Avenue to the north of the intersection with View Road.

STRATEGIC CONTEXT

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

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users.

ISSUES

Public parking within town centres is limited and there is not normally sufficient parking to provide for both all day worker and commuter parking and short term shopper and business parking on street within the town centre itself. It is necessary to install time parking restrictions to provide priority use of limited on street parking spaces closest to businesses for customers and short term business visitors. Longer term parking is permitted in allocated parking areas or on the outskirts of the town centre only.

The business operator who requested the new parking restriction has stated that the parking spaces in question are occupied by the same vehicles all day during week days. They believe that these spaces are currently occupied longer term by workers and students in the town centre and commuters catching the train to other parts of the Auckland region.

It is proposed that a P90, ninety minutes parking only, parking restriction be placed on the eight angle parking spaces on the west side of Railside Avenue north of and closest to the intersection with View Road. This restriction would apply standard hours only, 8:00 am to 6:00 pm Monday to Sunday.

A consultation letter was sent to occupants of properties located on the east side of Railside Avenue between View Road and Cranwell Street, opposite the proposed changes. This letter proposed that six spaces be P60 restricted. Two responses were received to this letter. One was from a nearby business operator who stated that they prefer eight spaces rather than six be time restricted and that they would prefer a 90 minute restriction over a 60 minute restriction. This person gathered the signatures of other business operators who also supported their view. A copy of the letter containing these signatures will be circulated at the meeting.

A response was also received from another business operator who stated that they were not in favour of the proposed changes. This person was concerned about loss of long term parking near their shop and the potential negative effects of long term parking being transferred to alternative locations.

A1 The location of the proposed changes is indicated at page A1.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new parking restriction can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

The proposal to install a new P90, ninety minutes parking only, parking restriction in Railside Avenue, Henderson is recommended to allow better utilisation of limited parking resources within the town centre.

RECOMMENDATIONS

1. That the Railside Avenue, Henderson - New P90 Parking Restriction report be received.
2. That in relation to **RAILSIDE 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 be now resolved to be specified and imposed, namely,
 - (i) on the west side of **RAILSIDE AVENUE** in the eight angle parking spaces located north of and closest to the intersection with **VIEW ROAD** a new **P90, NINETY MINUTES PARKING ONLY**, parking 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.

Report prepared by: Paul Schischka, Transport Engineer.



9 **HENDERSON VALLEY ROAD, SERJEANT STREET, WILSHER CRESCENT AND SMYTHE ROAD - NEW PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for new parking restrictions in Henderson Valley Road, Serjeant Street, Wilsher Crescent and Smythe Road.

BACKGROUND

A number of requests have been made by businesses and residents for new parking restrictions in Henderson Valley Road, Serjeant Street, Wilsher Crescent and Smythe Road.

STRATEGIC CONTEXT

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

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

Appropriate time restrictions for parking allows for the most effective utilisation of parking, best allowing for the essential needs of parking users.

ISSUES

Henderson Valley Road outside Henderson High School

Henderson High School has requested that Council consider a parking restriction in Henderson Valley Road outside the school that would provide a location for vehicles to drop off and pick up students during, before and after school periods. Drivers are currently stopping over the vehicle entrance to the school to drop off and collect students and this creates a potential safety concern.

Council has created drop off zones outside a number of schools in the City using two minute time limit parking restrictions that apply during, before and after school periods only. A restriction of this type is recommended for outside Henderson High School. It is proposed that a 'P2 Two Minutes Parking only, 8.15am to 9.15am and 2.30pm to 3.15pm Monday to Friday only' parking restriction be installed on the north side of the main entrance to Henderson High School in Henderson Valley Road. This restriction will provide space for up to three cars to use the drop off zone at once. Road markings would be installed to individually mark these three spaces.

The school has also raised concerns about vehicles parked in between the two vehicle crossings to its school bus area. This area has two vehicle crossings. The southernmost crossing is entry only and the northernmost crossing is exit only. Vehicles are currently permitted to park between the two crossings. When a vehicle is parked between the crossings, especially a large vehicle, driver sight lines between traffic leaving the school property and moving traffic headed north on Henderson Valley Road are obstructed creating a potential safety hazard. Henderson Valley Road is an arterial road carrying a high traffic volume. The school's vehicle crossing is well used and the potential hazard is such that a 'No Stopping at All Times' restriction is proposed in this area. The proposed restriction would extend from the south edge of the 'exit' vehicle crossing to the north edge of the vehicle crossing of 21 Henderson Valley Road. If this marking was installed then in/out arrow markings would be installed near the schools entrances to help ensure drivers circulate in an orderly manner.

A consultation letter was sent to occupants of properties close to the proposed change. No responses were received.

Henderson Valley Road East Side

A business located at 28 Henderson Valley Road has contacted Council regarding parking outside its building. They are concerned that vehicles parked close to their crossing block manoeuvring spaces and create a potential safety hazard by obstructing sight lines between moving traffic and vehicles exiting their property. To alleviate this hazard it is proposed that the existing 'No Stopping' line on the east side of Henderson Valley Road to the south of Hickory Avenue be extended southwards to the north side of the southernmost of the two vehicle crossings of 28 Henderson Valley Road.

The occupants of the properties numbered 16 and 18 Henderson Valley Road have expressed concerns regarding vehicles being parked too close to their main entrance vehicle crossing. It is illegal to park within a metre of the edge of a vehicle crossing. The spacing between the two vehicle crossings of 16 and 18 Henderson Valley Road is 19 metres.

This is sufficient to park three ordinary sized cars provided that the spacing between the cars is kept low. Where larger cars are parked or drivers leave a greater spacing between parked cars it is likely that one of the cars will intrude into the one metre area around the vehicle crossings. To prevent this occurring it is proposed that a five metre long 'No Stopping' line be installed on the north side of the main vehicle crossing to 16 and 18 Henderson Valley Road. This is the southernmost of the two crossings serving the property.

A consultation letter was sent to occupants of properties close to the proposed change. No responses were received.

Smythe Road, Wilsher Crescent and Serjeant Street

Parking in residential streets can create a potential hazard when vehicles park too close to intersections in a manner that blocks manoeuvring spaces, driver sight lines, where vehicles are parked on or near curves, or crests in the road and drivers approaching from opposite directions cannot see oncoming traffic. Where vehicles that do not belong to residents or their guests are parked in local streets in these situations, or where the road is so narrow that vehicles parked on both sides totally block the flow of traffic a parking restriction is warranted. In other situations it is normally best to allow on street parking to occur in streets which are not arterial roads.

Council staff have monitored parking demand in Smythe Road (west of the intersection with Henderson Valley Road) and side roads for the week Monday, 21 August 2006 to Friday, 25 August 2006. During this period most parked vehicles in Smythe Road were clustered in the section between Henderson Valley Road and Serjeant Street. In Wilsher Crescent vehicles were clustered near the intersection with Smythe Road outside numbers 1 through 8. An average of 62 vehicles were observed parked each day with around half of the vehicles parked adjacent to the Henderson High School property. Monitoring was carried out during a week when school was in session. During monitoring no vehicles were seen parked over or within one metre of a vehicle crossing.

It is proposed that new 'No Stopping At All Times' parking restriction markings be installed around the intersections of Wilsher Crescent and Smythe Road (at both places where these roads intersect) and around the intersection of Wilsher Crescent and Serjeant Street. This will ensure that space is kept free at these intersections for manoeuvring vehicles and driver sight lines are not obstructed.

At the westernmost intersection of Smythe Road and Wilsher Crescent it is proposed that a new 'No Stopping' line be installed in Smythe Road from a point 17 metres east of the intersection and extended around into Wilsher Crescent to a point 20 metres north of the intersection. On the northwest corner of this intersection it is proposed that a 'No Stopping' line be installed in Smythe Road from a point 16 metres west of the intersection around into Wilsher Crescent to a point 24 metres north of the intersection.

At the easternmost intersection of Smythe Road and Wilsher Crescent it is proposed that the existing 'No Stopping' line in Smythe Road be extended around into Wilsher Crescent to a point 20 metres north of the intersection. On the northwest corner of this intersection it is proposed that a 'No Stopping' line be installed in Smythe Road from a point 15 metres west of the intersection around into Wilsher Crescent to a point 14 metres north of the intersection. There is a post box near number 53 Smythe Road. A single P10 parking space is proposed outside this box to allow motorists easy access to post letters.

At the intersection of Smythe Road and Serjeant Street it is proposed that a new 'No Stopping' line be installed in Smythe Road from a point 19 metres east of the intersection and extended around into Serjeant Street to a point 17 metres north of the intersection. On the northwest corner of this intersection it is proposed that a 'No Stopping' line be installed in Smythe Road from a point 19 metres west of the intersection around into Serjeant Street to a point 32 metres north of the intersection.

The proposed parking restrictions are intended to ensure that there is room for two vehicles to pass close to the intersections to ensure traffic turning into a side road does not conflict with traffic leaving a side road.

The proposed parking restrictions are intended to keep the number of locations with parking restrictions to a minimum. More extensive restrictions are likely to move the current issues to another location rather than resolve them.

A consultation letter was sent to occupants of properties close to the proposed change. Eight responses were received which are described below, as follows:

- A response was received from a resident of Smythe Road who was pleased with the proposed changes but was concerned that parking would be prohibited outside the post box at number 53 Smythe Road.

Comment: The proposed changes have been modified to provide a P10 parking space outside the post box.

- A response was received from a resident of a property in Wilsher Crescent near the intersection with Smythe Road. This person was concerned with loss of on street visitor parking near their property.

Comment: Wilsher Crescent and Smythe Road are public roads and are available for all members of the public to park on a first come first serve basis. Most properties in Wilsher Crescent and Smythe Road have large sections and some with off street parking.

- A response was received from a resident of Smythe Road who was concerned that vehicles parked on the outside of the curve in the road outside numbers 19 and 24 created a potential safety hazard.

Comment: Smythe Road is sufficiently wide to allow two lanes of traffic when vehicles are parked one side only. Driver sight lines at this curve are sufficient for drivers to avoid conflict with opposing traffic.

- A response was received from a resident of Smythe Road who considered the number of parked vehicles in the street was detracting from the visual appeal of the road and suggested that Council encourage parking in paid parking areas in Henderson by offering a discount to its staff.

Comment: Council has implemented a travel plan which encourages its staff reduce the number of vehicles they use when travelling to work. This plan encourages use of public transport, carpooling, cycling and walking as alternative travel modes.

- A response was received from a resident of a property on the intersection of Wilsher Crescent and Smythe Road who was concerned about the loss of visitor parking due to parking restrictions outside the property.

Comment: Parking restrictions are necessary at intersections to prevent parked vehicles from creating a safety hazard.

- A response was received from a resident of Smythe Road who was concerned that it was difficult to safely back vehicles from properties when cars were parked close to their vehicle crossing. This person stated they did not object to the proposed restrictions. They suggested that land be purchased by Council off Henderson High School to construct parking areas. The suggested locations of these areas were from the land adjacent to the school field or the empty section between numbers 27 and 33 Smythe Road.

Comment: If vehicles are parked over or within one metre of a vehicle crossing Council will take enforcement action against the vehicle's owner. There are no funds within the Annual Plan 2006/2007 or the Long Term Council Community Plan 2006-2016 for a new parking area in Smythe Road.

- A response was received from a resident of Smythe Road who considered the proposed restrictions an insufficient response to the issue. They would like to see all parked cars gone from the street. This person had concerns with parked vehicles preventing rubbish collection and sight lines between drivers backing out of properties and moving traffic. This person suggested that land be purchased by Council from Henderson High School to construct parking areas.

Comment: Council's rubbish collection contractor is required to check behind parked vehicles for rubbish to be collected. If Council becomes aware that the contractor has failed to do so and some rubbish is left uncollected the contractor will be asked to return to the street and collect the remaining rubbish.

- A response was received from a resident of Smythe Road who did not object to the proposed changes but was concerned that parking restrictions were proposed outside the post box at number 53 Smythe Road and that parked vehicles potentially blocked sight lines from the Henderson High School side entrance vehicle crossing. This person also suggested the centre line in Smythe Road near the intersection with Henderson Valley Road be offset slightly to create more even traffic lanes when vehicles are parked both sides.

Comment: The proposed changes have been modified to provide a P10 parking space outside the post box. The suggestion to offset the centre line has good merit and will be done at the same time the restrictions are installed. Smythe Road is a low traffic volume road with no through road function. Vehicles leave the school's vehicle crossing nose forward and are able to do so safely provided that drivers apply caution. Additional restrictions are not recommended around this crossing.

A2-A3

The location of the proposed changes is indicated at pages A2 to A3.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new parking restrictions can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

The proposal to install new parking restrictions in Henderson Valley Road, Serjeant Street, Wilsher Crescent and Smythe Road is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Henderson Valley Road, Serjeant Street, Wilsher Crescent and Smythe Road - New Parking Restrictions report be received.
2. That in relation to **HENDERSON VALLEY ROAD, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **HENDERSON VALLEY ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the 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 **HENDERSON VALLEY ROAD** starting from a point 349 metres south of the point where the kerb line meets the south kerb line of **SMYTHE ROAD** and extending to a point a further 63 metres south a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the west kerb line of **HENDERSON VALLEY ROAD** starting from a point 237 metres south of the point where the kerb line meets the south kerb line of **SMYTHE ROAD** and extending to a point a further 11 metres south a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iii) on the west kerb line of **HENDERSON VALLEY ROAD** starting from a point 202 metres south of the point where the kerb line meets the south kerb line of **SMYTHE ROAD** and extending to a point a further 23 metres south a new **P2 TWO MINUTES PARKING ONLY, 8.15AM TO 9.15AM AND 2.30PM TO 3.15PM MONDAY TO FRIDAY ONLY** parking control be put in place.
 - (iv) on the east kerb line of **HENDERSON VALLEY ROAD** starting from a point 129 metres south of the point where the kerb line meets the south kerb line of **SMYTHE ROAD** and extending to a point a further 5 metres south a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (v) on the east kerb line of **HENDERSON VALLEY ROAD** starting from the point where the kerb line meets the south kerb line of **HICKORY AVENUE** and extending to a point a further 72 metres south a new **NO STOPPING AT ALL TIMES** parking control be put in place.

3. That in relation to **SMYTHE ROAD, HENDERSON:**
- (a) That all existing parking restrictions or limitations currently applicable to **SMYTHE ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the 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 **SMYTHE ROAD** starting from the point where the kerb line meets the east kerb line of **WILSHER CRESCENT** (at the easternmost of the two intersections of these roads) and extending to the point where the kerb line meets the west kerb line of **HENDERSON VALLEY ROAD** a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the north kerb line of **SMYTHE ROAD** starting from the point where the kerb line meets the west kerb line of **WILSHER CRESCENT** (at the easternmost of the two intersections of these roads) and extending to a point a further 17 metres west a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iii) on the north kerb line of **SMYTHE ROAD** starting from the point where the kerb line meets the west kerb line of **SERJEANT STREET** and extending to a point a further 19 metres west a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iv) on the north kerb line of **SMYTHE ROAD** starting from the point where the kerb line meets the east kerb line of **SERJEANT STREET** and extending to a point a further 19 metres east a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (v) on the north kerb line of **SMYTHE ROAD** starting from the point where the kerb line meets the west kerb line of **WILSHER CRESCENT** (at the westernmost of the two intersections of these roads) and extending to a point a further 16 metres west a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (vi) on the north kerb line of **SMYTHE ROAD** starting from the point where the kerb line meets the east kerb line of **WILSHER CRESCENT** (at the westernmost of the two intersections of these roads) and extending to a point a further 12 metres east a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (vii) on the north kerb line of **SMYTHE ROAD** starting from a point 12 metres east of the point where the kerb line meets the east kerb line of **WILSHER CRESCENT** (at the westernmost of the two intersections of these roads) and extending to a point a further 5 metres east a new **P10, TEN MINUTES PARKING ONLY** parking control be put in place.
4. That in relation to **WILSHER CRESCENT, 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 be now resolved to be specified and imposed, namely,

- (i) on the west kerb line of **WILSHER CRESCENT** starting from the point where the kerb line meets the north kerb line of **SMYTHE ROAD** (at the easternmost of the two intersections of these roads) and extending to a point a further 14 metres north a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the east kerb line of **WILSHER CRESCENT** starting from the point where the kerb line meets the north kerb line of **SMYTHE ROAD** (at the easternmost of the two intersections of these roads) and extending to a point a further 20 metres north a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iii) on the west kerb line of **WILSHER CRESCENT** starting from the point where the kerb line meets the north kerb line of **SMYTHE ROAD** (at the westernmost of the two intersections of these roads) and extending to a point a further 24 metres north a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iv) on the east kerb line of **WILSHER CRESCENT** starting from the point where the kerb line meets the north kerb line of **SMYTHE ROAD** (at the westernmost of the two intersections of these roads) and extending to a point a further 20 metres north a new **NO STOPPING AT ALL TIMES** parking control be put in place.
5. That in relation to **SERJEANT STREET, 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 be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **SERJEANT STREET** starting from the point where the kerb line meets the north kerb line of **SMYTHE ROAD** and extending to a point a further 32 metres north a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the east kerb line of **SERJEANT STREET** starting from the point where the kerb line meets the north kerb line of **SMYTHE ROAD** and extending to a point a further 17 metres north a new **NO STOPPING AT ALL TIMES** parking control be put in place.
6. 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.



10 **SEPTIMUS PLACE, HENDERSON VALLEY - NEW NO STOPPING CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for 'No Stopping' controls in Septimus Place, Henderson Valley.

BACKGROUND

A resident of Septimus Place has contacted Council requesting that new 'No Stopping' controls be installed in the street where it intersects with Sturges Road. The resident has observed vehicles parked on both sides of this road and is concerned that these vehicles are causing a hazard to motorists close to the intersection with Sturges Road.

STRATEGIC CONTEXT

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

'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

Septimus Place is 8.5 metres wide kerb to kerb. When cars are parked on both sides of Septimus Place the remaining clear carriageway is narrowed to such an extent that only one vehicle can pass between the parked cars. The intersection with Sturges Road is very busy and vehicles turning into Septimus Place, especially those turning right, must move off Sturges Road quickly so as not to conflict with other traffic at the intersection. Drivers entering Septimus Place may not notice oncoming vehicles in Septimus Place blocking the gap between parked cars until they have already started to turn from Sturges Road and this is a potential safety hazard.

It is therefore recommended to install a 'No Stopping' line on both sides of Septimus Place where it intersects with Sturges Road in order to prevent drivers from parking in a location which will create potential hazards to through traffic.

A consultation letter outlining the proposed changes was sent to the properties nearby. One unfavourable response was received. The resident is not happy about losing the parking spaces next to his property and requested Council not to install a 'No Stopping' line on the southern side of the kerb line in Septimus Road. There is adequate room for drivers to park two vehicles on the southern side of the kerb line in Septimus Road between the proposed 'No Stopping' control and the vehicle crossing of number 4 Septimus Place; it is therefore not desirable to keep all the parking spaces on the southern side of Septimus Road.

It is proposed to install a 'No Stopping' control on the west kerb line of Sturges Road where it intersects with Septimus Place as the Traffic Regulations 1976 prohibit vehicles from parking within 6 metres of an intersection. This is intended to prevent people from parking in an illegal location and cause a safety hazard to the flow of traffic.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents in the City.

RESOURCES

The proposed road markings can be implemented under the Annual Plan 2006/2007 transport assets maintenance budget.

CONCLUSION

The proposal to install 'No Stopping' controls in Septimus Place is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Septimus Place, Henderson Valley - New No Stopping Controls report be received.
2. That in relation to **SEPTIMUS PLACE, 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 be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **SEPTIMUS PLACE** starting from a point where the kerb line meets the north kerb line of **STURGES ROAD** and extending to a point a further 14 metres north along the north kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (ii) on the east kerb line of **SEPTIMUS PLACE** starting from a point where the kerb line meets the north kerb line of **STURGES ROAD** and extending to the south edge of the vehicle crossing of flat 2 number 1 **SEPTIMUS PLACE** a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That in relation to **STURGES ROAD, 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 be now resolved to be specified and imposed, namely,
 - (i) on the north line of **STURGES ROAD** starting from a point where the kerb line meets the north kerb line of **SEPTIMUS PLACE** and extending to a point 6 metres further west a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (ii) on the north line of **STURGES ROAD** starting from a point where the kerb line meets the north kerb line of **SEPTIMUS PLACE** and extending to the existing bus stop marking outside number 1 **SEPTIMUS PLACE** 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: Jinjiang Zhong, Transport Engineer.



11 **GLORIA AVENUE AND OLD TE ATATU ROAD, TE ATATU PENINSULA - NEW NO STOPPING CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for new 'No Stopping at All Times' parking restrictions in Gloria Avenue and Old Te Atatu Road, Te Atatu Peninsula.

BACKGROUND

The residents of Gloria Avenue have recently contacted Council with concerns regarding vehicles parked close to the vehicle crossing to their property in a position that obstructs driver sight lines and vehicle manoeuvring spaces when entering or exiting their property. The resident has requested that Council consider new parking restrictions to ensure vehicles are not parked in close proximity to their crossing.

A Parking Enforcement Officer has noticed ongoing issues with vehicles parking in Old Te Atatu Road within 6 metres of the intersection with Gloria Avenue and has requested that a new 'No Stopping at All Time' parking restriction marking be considered to help warn drivers not to park in this location. It is illegal to park within 6 metres of an intersection.

STRATEGIC CONTEXT

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

'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

Parking Restriction Adjacent to the Vehicle Crossing of a property in Gloria Avenue

The vehicle crossing for the property is located on the inside of a curve in the road and at the intersection of Graham Avenue and Gloria Avenue. The carriageway of Gloria Avenue narrows immediately to the west of the vehicle crossing and the kerb line adjacent to the crossing is not parallel to the centre line of the road. The unusual shape of the kerb line can create difficulty for drivers exiting the property if a vehicle is parked on the west side of the vehicle crossing.

Vehicles belonging to drivers visiting or working at the nearby shops often park outside the property. Vehicles parked next to the crossing can potentially restrict manoeuvring spaces and driver sight lines for vehicles exiting the property, particularly as the road curves away from the vehicle crossing on each side. The proximity of the intersection with Graham Avenue also creates potential safety issues for drivers leaving the property.

To provide areas around the vehicle crossing free of parked vehicles it is proposed that a 'No Stopping at All Times' parking restriction be installed on both sides of the crossing. The proposed restriction would start ten metres west of the west side of the crossing and extend to a point six metres east of the east side of the crossing.

Parking Restriction in Old Te Atatu Road

There is a restaurant and cafe located on the southwest corner of the intersection of Old Te Atatu Road and Gloria Avenue. The Parking Enforcement Officer who requested a parking restriction in Old Te Atatu Road has visited the area outside the restaurant on several occasions in response to calls to Council's call centre from members of the public in regard to vehicles parked illegally on the west side of the road between the intersection with Gloria Avenue and the vehicle crossing to the restaurant property.

The Land Transport (Road User) Rule 2004 prohibits vehicles from being parked within six metres of an intersection or one metre of a vehicle crossing. The length of clear kerb line on the west side of Old Te Atatu Road between the intersection with Gloria Avenue and the restaurant's vehicle crossing is just over nine metres. This is not sufficient space in which to legally park a car. An infringement notice can be issued to the owners of vehicles parked in this location, however, it is better that a 'No Stopping' line be installed instead if this will discourage drivers parking illegally.

Vehicles parked in Old Te Atatu Road very close to the intersection with Gloria Avenue can create difficulty for motorists by obstructing manoeuvring spaces close to the intersection. This is especially of concern for larger vehicles. Old Te Atatu Road is a bus route.

It is proposed that a 'No Stopping at All Times' parking restriction be installed on the west side of Old Te Atatu Road between the intersection with Gloria Avenue and the vehicle crossing to the restaurant and cafe located on the southwest corner of the intersection.

A consultation letter was sent to owners of properties close to the proposed new parking restrictions. No replies were received.

A5 The locations of the proposed new parking restrictions are shown on the aerial photograph attached at page A5.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed markings changes can be implemented under the 2006/2007 maintenance budgets.

CONCLUSION

The proposed installation of 'No Stopping at All Times' parking restrictions in Gloria Avenue and Old Te Atatu Road, Te Atatu Peninsula is recommended to ensure that the parked vehicles are not parked in locations that create a safety hazard or obstruct a traffic lane or access to a vehicle crossing.

RECOMMENDATIONS

1. That the Gloria Avenue and Old Te Atatu Road, Te Atatu Peninsula - New No Stopping Controls report be received.
2. That in relation to **GLORIA AVENUE, TE ATATU PENINSULA**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the 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 **GLORIA AVENUE**, starting from a point 10 metres west of the west edge of the vehicle crossing of **6 GLORIA AVENUE** and extending east along the kerb line to a point 6 metres east of the east edge of the vehicle crossing of **6 GLORIA AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That in relation to **OLD TE ATATU ROAD, TE ATATU PENINSULA**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the 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 west kerb line of **OLD TE ATATU ROAD**, starting from the point where it intersects with **GLORIA AVENUE** and extending along the kerb line to a point 10 meters further south, 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 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.



12 **FINALISATION PROCESS FOR YEAR 2 OF THE LONG TERM COUNCIL COMMUNITY PLAN. (ANNUAL PLAN 2007/2008)**

PURPOSE OF THE REPORT

The purpose of this report is to inform the Henderson Community Board of the current steps for the finalisation of Year 2 of the Long Term Council Community Plan, (2007/2008 Annual Plan) and also to invite the Board to advise Council through the Chief Executive Officer by Friday, 17 November 2006 on any variations to the Long Term Council Community Plan they wish to recommend.

BACKGROUND

The Council in June 2006 adopted its Long Term Council Community Plan for 2006-2016. This document sets out the Council's ten-year expenditure pattern and work programme incorporating its strategic priorities and platforms. The document includes community outcomes and measures of performance. The next Long Term Council Community Plan must be adopted by 30 June 2009.

An Annual Plan for 2007/2008 must be prepared and adopted by 30 June 2007. The programme in Year 2 of the Long Term Council Community Plan 2006-2016 represents the agreed work programme for projects for 2007/2008. The Council has commenced a process of considering the work programme outlined in the Long Term Council Community Plan 2006-2016 and will be formally consulting on the second year of the Long Term Council Community Plan as part of the draft Annual Plan for 2007/2008.

STRATEGIC CONTEXT

The Annual Plan and Long Term Council Community Plan are the tools used by Council to deliver the Council's strategic direction. The Council's strategic direction is expressed through a series of strategic statements, the Platforms and Priorities. The Long Term Council Community Plan must describe how the local authority contributes to furthering the community outcomes.

ISSUES

At part of its meeting of 20 September 2006, Councillors, Community Board Chairmen and senior officers held a workshop to provide feedback on the process of the recently completed Long Term Council Community Plan 2006-2016 and to provide comment on any aspects of the 2007/2008 intended work programme that requires further consideration.

The approach adopted is that the 2007/2008 Annual Plan is Year 2 of the final Long Term Council Community Plan and that any changes will be considered as exceptions from that published and will only be accommodated after consideration of adjustments to items already included in the Long Term Council Community Plan. It is anticipated at this time that there will be few changes, and little relitigation of matters settled in the Long Term Council Community Plan.

During the feedback phase of the workshop, Community Board engagement in the budgeting process was discussed and it was agreed that a report should be tabled at the November 2006 Community Board meetings to formally advise them of the process and expectations and to invite the Boards to have early input into the Annual Plan process. If the Board has any proposals for variations to the 2007/2008 Annual Plan, they should be forwarded to the Chief Executive Officer by Friday 17, November 2006.

Workshop attendees also identified a number of areas where they would like further information. These were considered at the **October** 2006 meeting of the Council. Topics included footpaths, community houses, environmental education and potential District Plan Changes required to bring the District Plan in line with the City's strategic outcomes.

The Long Term Council Community Plan and Annual Plan Special Committee meeting on 21 November 2006 will consider the proposed contents of the 2007/2008 Annual Plan and any proposed exceptions to Year 2 of the Long Term Council Community Plan.

CONCLUSION

The proposed 2007/2008 Annual Plan is Year 2 of the Long Term Council Community Plan 2006 - 2016. Council has taken the approach that it will only consider exceptions from the published Long Term Council Community Plan that will, in the first instance only be considered after considering adjustments to the work programme contained within the adopted Long Term Council Community Plan 2006-2016. The November meeting of the Long Term Council Community Plan and Annual Plan Special Committee will be considering any proposals. All Community Boards have been invited to consider the aspects of the Long Term Council Community Plan and to advise Council of any variations they wish to recommend. Any proposals will need to be submitted to the Chief Executive Officer by Tuesday, 17 November 2006.

RECOMMENDATIONS

1. That the Finalisation Process for Year 2 of the Long Term Council Community Plan, (Annual Plan 2007/2008) report be received.
2. That the Chairman of the Henderson Community Board (or their delegate) advise the Chief Executive Officer by Friday, 17 November 2006 of the Annual Plan 2007/2008 exceptions identified in the Community Board meeting's consideration of this report.

Report prepared by: Andrew Pollock, Director: Finance.



13 PROPOSED USAGE OF SHOP 1, 601 TE ATATU ROAD

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to allow for Shop 1, 601 Te Atatu Road, Te Atatu Peninsula to be utilised for a trial waste minimisation initiative.

BACKGROUND

601 Te Atatu Road is the centre shop of three small shops located on reserve land on the street front of Te Atatu Peninsula Community Centre and Library. The shop was tenanted by a coffee shop, which declined to take up a further lease in 2006. Since this tenant vacated, two publicly advertised Registrations of Interest have failed to bring forth an interested tenant. The primary reason for the lack of interest in this shop is that the lease term is limited to 2008/2009 year, in line with the proposed timing of a redevelopment of the Community Centre and Library.

Library Services currently operate a Learning Centre at 603 Te Atatu Road, and an electrical goods store operates out of 599 Te Atatu Road.

Two Council initiatives have expressed interest in utilising the space;

- **Library Services** - for use as a Homework/Study Centre, providing an add-on community service to the Learning Centre, located next door;
- **After Care** - for use as a base to run a one year trial of a waste minimisation initiative, for distribution of hire kits for cloth nappies

STRATEGIC CONTEXT

The use of 601 Te Atatu Road as a Homework/Study Centre intends to provide a safe and comfortable environment which facilitates the learning experience. This fits into the "Urban and Rural Villages" strategic priority both the "First Call For Children" and "Life Long Learning" Council strategic priorities.

The After Care facilitated Modern Cloth Nappy trial strongly supports the Zero Waste platform. The Waitakere City Council supports the ideals of the Zero Waste New Zealand Trust and has included a number of waste minimisation targets in its Long Term Council Community Plan (LTCCP). While the Council has introduced a number of initiatives throughout the City, currently nothing is being done to address the issue of disposable nappy usage.

ISSUES

Detail of Proposals

Library Services - Homework/Study Area

Library services currently operate a Learning Centre at 603 Te Atatu Road. This facility has been widely utilised, and provides a significant and valuable service to the community. The extension of this facility will provide a Homework/Study Centre, aimed at providing a quite comfortable space for High School students to study with support of both easily accessible reference materials and an adult resource. The need for this type of service, in particular for students from non-English speaking backgrounds, has been identified by the Ministry of Education, who are currently running trial programs throughout New Zealand.

Library Services are currently in negotiations with the Ministry of Education with the aim of securing funding to provide a qualified teacher to operate this service. Until such a time, Library Services propose to utilise the current staff operating the Learning Centre to also run the Homework/Study area. With this in mind, Library Services proposal includes creating a door way between 599 and 601 Te Atatu Road, to allow supervision of both areas to be managed by one staff member.

Library Services would operate this program after school, weekends and school holidays.

There is a significant issue with the Library Services proposals, which is that, without Ministry of Education funding of a registered teacher, connecting the two shops at 599 and 601 Te Atatu Road would be a prerequisite to the successful operation of the service. This would require significant capital cost, for which it would be difficult to argue a benefit given that at present we can provide assurance of a two year lease term.

After Care (with the support of Cleaner Production) – Modern Cloth Nappy Trial

Council supports the principles of the Zero Waste New Zealand Trust and has included a number of waste minimisation targets in its Long Term Council Community Plan (LTCCP). While the Council has introduced a number of initiatives throughout the City, currently nothing is being done to address the issue of disposable nappy usage. According to the Zero Waste New Zealand Trust:

- It takes **one full cup of crude oil** to make the plastic for each "disposable" nappy;
- It takes 4.5 trees to make the pulp used in "disposable" nappies for one baby over 2½ years (i.e.: **7 million trees a year** are felled for UK babies, 1.3 million trees for NZ babies);
- "Disposable" nappies use **3.5 times more energy**, eight times more non-renewable raw materials, and 90 times more renewable materials than washable nappies. It takes as much energy to produce one throwaway nappy as it does to wash a cloth nappy 200 times;
- "Disposables" produce **2.3 times more waste water** (at the production stage) and **60 times more solid waste** than washable nappies - one baby in disposables will produce 2 tonnes of solid waste;
- In a household with one baby, "disposables" will make up **50%** of total household waste. Just one single item, "disposables", make up 6% of total waste in Wellington

Cloth nappies have come a long way since folding nappies and fastening with pins. Modern Cloth Nappies (MCN) are an excellent alternative to disposables, they are just as easy, cheaper, and better for our environment. There are 2500 babies born each year at Waitakere Hospital. If just 5% of those babies wore cloth nappies, the reduction in solid waste would exceed 100 tonnes a year.

It is with these thoughts in mind that the Modern Cloth Nappy trial has been initiated. The project involves the distribution of hire kits to interested Waitakere City residents. The kits will be available for a seven week period for a minimal charge. In addition to providing the hire service, this project is focussed on the provision of ongoing support and education to interested parents.

The Modern Cloth Nappy trial requires half days Monday to Saturday.

Joint Occupation

The benefit of the two proposals is that both parties are supportive of each others projects, and are prepared to work together to allow shared occupation of the space. The time requirements for usage of the building are complimentary, and will therefore provide maximum benefits to the community.

It is suggested that in the long term, a joint occupation by both Council initiatives be supported. However, further discussion of options is required before Library Services can ensure the viability of the Homework/Study Centre, including;

- Continuing negotiations with the Ministry of Education;
- Sourcing funding of approximately \$30,000 to undertake the capital works;
- Commitment from the Henderson Community Board to allow ongoing use of the building beyond 2008/2009.

RESOURCES

Renewal funding of approximately \$10,000 is required to paint and re-carpet the shop. This funding is currently available from Property Assets renewal funding in the 2006/2007 Annual Plan.

CONCLUSION

It is proposed that in the short term, the building be offered to the Modern Cloth Nappy Trial, on the condition that a shared occupation with the proposed Homework/Study Centre may occur during the course of the trial. In order to provide administrative efficiencies, it is recommended that the Property Asset Manager be delegated authority to enter into short term arrangements for this property in consultation with the Chairman of the Henderson Community Board to accommodate the Modern Cloth Nappy Trial and the Homework Study Centre proposal.

RECOMMENDATIONS

1. That the Proposed Useage of Shop 1, 601 Te Atatu Road report be received.
2. That the Henderson Community Board authorise the part occupation of 601 Te Atatu Road for the Modern Cloth Nappy Trial for 2006/2007.
3. That the Henderson Community Board support further investigation of the Homework/Study Centre proposal to part occupy 601 Te Atatu Road.
4. That the Property Asset Manager be delegated authority to enter into a short term arrangement for this property in consultation with the Chairman of the Henderson Community Board.

Report prepared by: Tina Hemsworth, Property Asset Manager.



14 EXPANSION OF THE OUTDOOR AREA AT THE CRANWELL PARK EARLY CHILDHOOD LEARNING CENTRE

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Henderson Community Board for Barnados New Zealand to expand its outdoor play area at the Cranwell Park Early Childhood Learning Centre.

Cranwell Park is a City Wide Park and any recommendations are to be forwarded to the City Development Committee.

BACKGROUND

The Cranwell Park Early Learning Childhood Centre is situated at the north west sector of Cranwell Park, bordering the Opanuku Stream. The building is owned by Council. In June 2006, Council granted a lease to Barnados New Zealand in respect of the Early Learning Childhood Centre. The final expiry date of the lease is November 2015.

The Centre has a Ministry of Education licence providing for a maximum of 50 children, which includes a maximum of 20 in the under two year age group.

As at 12 September 2006 the Centre had 73 children registered, which includes 22 in the under two year age group. This total number includes shared session times so that there are never more than 50 children at the Centre at any one time.

The Ministry of Education requires that for each child registered, there be a minimum of 5 square metres of outdoor space. Currently the Centre has 495 square metres of outdoor space. Barnados New Zealand is seeking an additional 110 square metres of open space.

STRATEGIC CONTEXT

Waitakere City Council's "Urban and Rural Villages" and "Strong Communities" platforms provide the strategic basis of this report. These platforms are about providing a safe and supportive environment for children, and ensuring that community members have employment opportunities, which are supported by care giver facilities.

ISSUES

Barnados New Zealand is seeking approval to expand the outdoor play area at the Cranwell Park Early Learning Childhood Centre by another 110 square metres.

The proposed outdoor area, to the south of the building, would remain in grass, and it would be fenced, using permeable fencing, similar to the galvanised wire fencing that already exists at the centre. The area is currently grassed open space and the proposal from Barnados New Zealand does not interfere with pedestrian access. If approved, Council would insist on a concrete mowing strip at the base of the proposed fence and that no structure is placed in the area that would restrict sight lines from the car park to the pedestrian access way.

The current open space at The Centre includes an obstacle course, sand area and static playground. This leaves little area for running, group games, and an active movement programme which are important for physical development and spatial awareness. Barnados New Zealand recognise that the whole park is available for them to use, but for safety reasons, an outdoor play area needs to be fenced, especially with this centre so close to a stream.

In assessing this application from Barnados New Zealand to expand The Centre's facilities, the Te HuruHuru-Henderson Creek Reserves Management Plan, adopted in July 2003, states that any proposal for addition of or extension to a building or structure within a reserve must meet the following criteria:

- The need for the structure to be within the reserve;
- The need for the structure to be sited in the location identified;
- The protection of archaeological or heritage areas from disturbance;
- The protection of public views;
- The maintenance of the reserves character;
- The contribution of the structure to the quality and the experience of the reserve;
- The public benefit obtained from the structure;
- The impact on the immediate neighbourhood;
- Effects on the landscape when viewed from the creek;
- An ability to meet District Plan requirements.

The request to expand the outdoor play area and install permeable fencing has been assessed as meeting these requirements.

RESOURCES

Barnados New Zealand would be responsible for obtaining all the necessary consents for fencing this area, together with the costs of supply and installation of the fence.

Council would need to grant a lease of the extended area to Barnados New Zealand.

CONCLUSION

Barnados New Zealand has requested Council approval to expand the outdoor playing area at the Cranwell Park Early Childhood Learning Centre by 110 square metres. The Centre is located on reserve land adjacent to the Opanuku Stream. For safety reasons the supervision of children playing in open spaces near The Centre would require a high level of supervision. A secured play area included in the licence agreement with Barnados New Zealand would improve the safety of play and the active movement programme promoted by the centre.

RECOMMENDATIONS

1. That the Expansion of the Outdoor Area at the Cranwell Park Early Childhood Learning Centre report be received.
2. That it be recommended to the City Development Committee that the expansion of the leased area for the Cranwell Park Early Childhood Learning Centre as shown on the plan attached at page A6 for the purpose of outdoor child play be approved.
3. That the Chief Executive Officer be authorised to grant a lease of the extended area to Barnados New Zealand as referred to in recommendation 2 above.

A6

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



15 SCHOOL TRAVEL PLAN PROGRAMME - HENDERSON SOUTH SCHOOL INFRASTRUCTURE

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board that the agreed infrastructure work for the Henderson School Travel Plan is complete.

BACKGROUND

In October 2003 the Auckland Regional Council invited Henderson South School to be a pilot school for the new School Travel Plan programme, aimed at reducing traffic congestion around schools, and encouraging safe and sustainable journeys to and from school. The subsequent plan was developed jointly by the Henderson South School community, Auckland Regional Transport Authority (ARTA) and Waitakere City Council under the 'TravelWise to School' brand.

Council committed to the infrastructure priorities arising from the Henderson South School Travel Plan in October 2004, through the following resolution:

“That the Chief Executive be delegated authority to commit the Council to infrastructure priorities arising from the development of the Fruitvale School and Henderson South Primary School travel plans and to approve the expenditure from the implementation budget to infrastructure associated with those priorities.”

1871/2004

STRATEGIC CONTEXT

School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

National context

The Land Transport Management Act (LTMA) objectives are to:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health;
- Ensure environmental sustainability.

Regional Strategy

The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the Land Transport Management Act objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

‘Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school’ (Chapter 7, 3.3.3)

‘Ensure that transport services and infrastructure development support travel planning initiatives’ (Chapter 7, 3.3.5)

The Auckland Regional Road Safety Plan 2004 to 2010 (ARRSP) Goal 3 is:

‘Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 - 2002)’

Council Strategy

The Council’s Integrated Transport strategic platform includes an objective to “Promote the use of sustainable transport options.” School Travel Plans support Council’s *First Call for Children* priority. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan 2006-2016.

ISSUES

The following infrastructure has been implemented:

- Two pedestrian refuge islands in Henderson Valley Road;
- New footpath on south side of Henderson Valley Road between Corban Avenue and the Garelja Road intersection;

- Drainage improvements in the Coburg Street walkway;
- Pedestrian refuge island in Border Road.

The intersection of Keeling Road and Henderson Valley Road was investigated for safety improvements, but no feasible upgrades were proposed.

Decision Making

The above infrastructure has been implemented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents in the City.

RESOURCES

The infrastructure was implemented in conjunction with work for the Fruitvale School Travel Plan. The Henderson South School Travel Plan infrastructure cost \$36,025 of which 53% was contributed by Land Transport New Zealand. An additional \$8,000 was allocated from the Minor Safety budget to allow early completion of the refuge island on Border Road.

CONCLUSION

Council has successfully implemented the infrastructure agreed to in the Henderson South School Travel Plan.

RECOMMENDATION

That the School Travel Plan Programme - Henderson South School Infrastructure report be received.

Report prepared by: Jill Stoker, TravelWise Coordinator.



16 SCHOOL TRAVEL PLAN PROGRAMME - TE ATATU SOUTH CLUSTER

PURPOSE OF THE REPORT

The purpose of this report is to request formal support from the Henderson Community Board for the development of a School Travel Plan for the Te Atatu South cluster of schools and also requests that a Community Board Member be nominated to attend working group meetings for this project.

BACKGROUND

The Auckland Regional Transport Authority (ARTA), in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:

- Make school journeys active, social, safe and sustainable.

The long term regional programme goal is to:

- Reduce car trips to school across the region by 9 per cent over a 10-year period (2004 - 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport.

Waitakere City Council has been involved in the TravelWise programme since 2003 and has completed and implemented Travel Plans at Fruitvale and Henderson South Schools. The Lincoln-Rathgar cluster of schools (3 secondary, one intermediate and two primary schools) and the Rutherford cluster (secondary, primary, Kura Kaupapa and Kohanga Reo) have launched their Travel Plans and are in the implementation phase. Infrastructure for these schools is due for completion by end 2006/2007.

Te Atatu South area was identified as the highest priority for School Travel Plans for the 2006/2007 year. The priority was based on school rolls, location, pedestrian and cyclist safety issues, opportunities for walking and cycling, and the opportunity to work the schools as a cluster. Schools in the Te Atatu South area were invited onto the TravelWise programme in August 2006. The following schools have made a commitment to the TravelWise process:

- Flanshaw Road School;
- Freyberg Community School;
- Arohanui Special School;
- Tirimoana School.

The first Working Group meeting was held on 14 September 2006 and attended by representatives of the above schools, Henderson Community Board, ARTA, Waitemata Health and Council officers. It is hoped that Edmonton School and Rangeview Intermediate will also agree to take part in the Travel Plan.

STRATEGIC CONTEXT

School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

National context

The Land Transport Management Act (LTMA) objectives are to:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health;
- Ensure environmental sustainability.

Regional Strategy

The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the Land Transport Management Act objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

'Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school' (Chapter 7, 3.3.3)

'Ensure that transport services and infrastructure development support travel planning initiatives' (Chapter 7, 3.3.5)

The Auckland Regional Road Safety Plan 2004 to 2010 (ARRSP) Goal 3 is:

'Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 - 2002)'

Council Strategy

The Council's Integrated Transport strategic platform includes an objective to "Promote the use of sustainable transport options." School Travel Plans support Council's *First Call for Children* priority by improving road safety. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

ISSUES

Waitakere City Council has a regional commitment (via a Memorandum of Understanding with ARTA) to progress TravelWise School Travel Plans within Waitakere City. The benefits of working with a cluster of schools have been demonstrated by the successful Safe Routes to School Programme trialled in the Kelston area from 1998 to 2003. This project introduced many road safety initiatives and increased community awareness of road safety issues. The implementation phases of both the Lincoln-Rathgar cluster and the Rutherford cluster are also showing the benefits of a combined approach to road safety improvements around the school community.

The Travel Plan programme requires commitment from all parties: the schools, Auckland Regional Transport Authority, Council and the community. The Henderson Community Board is therefore requested to support the development of the Te Atatu South Cluster Travel Plan.

While not essential to the success of the Travel Plan for this area, it is hoped that Edmonton School and Rangeview Intermediate will agree to become part of the TravelWise programme. Overall benefits of involvement in the programme far outweigh input required from the schools.

All schools involved in this programme are located close to Te Atatu Road corridor. As substantial work is planned for this area over the next four years, careful coordination will be required to ensure any physical works for the schools will not be contrary to the current plans.

Arohanui Special School is the first special school in the Auckland Region to take part in a School Travel Plan. Both Council and ARTA recognise that while Arohanui Special School will make a significant contribution to the overall development of the Travel Plan for this cluster, they will have different needs and objectives to most schools involved in the Travel Plan process. It will be necessary to work closely with this school to ensure that their needs are met.

RESOURCES

School Travel Plans are developed jointly by the school community, ARTA and Council. Auckland Regional Transport Authority provides a School Travel Plan Coordinator to work with the schools and Council employs a TravelWise Coordinator to coordinate all council involvement. Input is also required from Transport Assets Traffic Engineers and Road Safety Coordinators. Auckland Regional Transport Authority has indicated that they may be able to provide a specialist resource to work with Arohanui School. Under Land Transport New Zealand's proposed Community Focused Land Transport Activities (from 1 July 2007) additional funding will be available for coordination activities.

A budget of \$821,000 has been allocated to School Travel Plan infrastructure in the 2006-2016 Long Term Council Community Plan for 2007/2008 financial year. This includes a 53% subsidy from Land Transport New Zealand. It is envisaged that this budget will be sufficient to cover infrastructure priorities arising from the Travel Plan.

CONCLUSION

Council is committed to the TravelWise School Travel Plan programme, and has already seen the benefits of working with a cluster of schools to address road safety issues and reduce school traffic congestion. The Te Atatu South cluster of schools fits the priority criteria for the TravelWise programme. The project will be jointly resourced by Council and Auckland Regional Transport Authority, with Land Transport New Zealand providing significant funding for infrastructure and community coordination.

RECOMMENDATIONS

1. That the School Travel Plan Programme - Te Atatu South Cluster report be received.
2. That the Henderson Community Board agrees to support development of Te Atatu South Cluster School Travel Plan.
3. That the Henderson Community Board nominates a Member to attend working group meetings for Te Atatu South Cluster School Travel Plan.

Report prepared by: Jill Stoker, TravelWise Coordinator.



17 PROJECT TWIN STREAMS - MILLBROOK ROAD CYCLE AND WALKWAY OPTIONS

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Henderson Community Board a preferred option for the Millbrook Road cycle and walkway.

BACKGROUND

A report on this matter was submitted to the Henderson Community Board meeting of 4 May 2006 on the issues and options with regards to Project Twin Streams cycle ways in Millbrook Road. The Board resolved as follows:

- “2. *That further work be undertaken on options two, three and four in terms of impact on trees and vegetation, traffic, geotechnical testing and stormwater issues, with a report on the recommended option to come back to the Henderson Community Board meeting 6 July 2006.*”

793/2006

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and will contribute to implementing the Vision of Waitakere as an Eco City through all Council's strategic objectives and platforms. The Vision for Project Twin Streams is *Working Together for Healthy Streams & Strong Communities: Creating a Sustainable Future*.

ISSUES

A7-A8

This section describes the three design options that underwent further investigation, as shown at pages A7 to A8.

A topographic survey of the existing road and berm was undertaken to model the design options. Geotechnical investigations and testing were undertaken to determine the stability of the stream bank and to provide design parameters for the boardwalks and retaining walls. An arborist was appointed to assess the existing vegetation, to comment on the design options and to assist with the design process to minimise the impact on the vegetation.

A letter and brochure explaining the options and a feedback form were sent to 1500 households in the immediate area, and a drop-in day was held at the Sunnyvale Residents and Ratepayers Hall on Saturday 1 April 2006. Feedback was sought on the options with a deadline of 10 April 2006 for comment. Over 70 people provided written and verbal feedback, with 23 in total attended the drop-in day; 40 people provided feedback by phone and 19 sent in feedback forms.

Option 1 - On-road Cycle Lanes

As reported to the Henderson Community Board meeting of 4 May 2006, the outcome from extensive consultation with local residents was that this option was not favoured and has therefore not been considered further. There was an overwhelming rejection of Option 1 for safety reasons for cyclists and concerns that it would remove all parking and make the road too narrow.

Option 2 - Relocation of Kerb Line

This option involved a combination of widening the footpath into the grass berm, where possible, and narrowing the road by the relocating the kerb line to create a 2.5 metre wide shared use path. The kerb line would be relocated where the stream is too close to the existing footpath to accommodate a widened path. The kerb relocation would include a smooth transition from the existing kerb line to the new position.

Further to the topographic survey and modelling of the existing road, it was discovered that the width of the existing footpath between Chainage 200 and Chainage 240 is considerably less than 1.2 metres (0.8 metres in places) and that the stream bank falls away steeply at the back of the footpath (with some indication of subsidence on the footpath itself). Relocating the kerb at these locations to form a 2.5 metre wide shared-use path would have a considerable and undesirable impact on the road cross-section. The road width would be reduced to approximately 7.3 metre on the inside of a horizontal bend with limited forward visibility due to the encroachment of the stream bank and associated vegetation. A short section of boardwalk is therefore recommended for this location.

Given that a section of boardwalk is now recommended, Option 2, which only incorporated kerb relocation, has not been considered further. The design has been progressed as part of Option 4, which presents a combination of boardwalk and kerb relocation.

Option 3 - Boardwalks / Retaining Walls

This option involves a combination of widening the footpath into the grass berm, where possible, and constructing boardwalks and/or retaining walls where pinch points exist to create a 2.5 metre wide shared-use path. The existing carriageway width is not affected.

A report from an investigation into the general soil stability and soil gradient (geotechnical investigation) concluded that the proposed boardwalks would extend out over terrain that descends moderately to locally steeply down to the stream bed. The terrain displays some evidence of shallow instability. The orientation and dip of bedding surfaces within the underlying rock are also unfavourable and could lead to deeper instability.

Bored, concrete encased, tanalised timber piles are considered appropriate for the support of the boardwalks. To minimise the risk of any future instability affecting the proposed boardwalks over their lifetime, deepened and strengthened foundations will be required.

Boardwalks will be 2.5 metres wide. Pile supports will be spaced at typically 4 metre centres. A 1.4 metre high timber handrail will also be provided where appropriate. Boardwalks are proposed at the locations shown on the plan in Attachment A_, as set out in Table 1:

Boardwalk	Chainage	Length
No.	(M)	(M)
1	70-100	30
2	200-240	40
3	335-355	20
4	385-460	75
5	580-660	80

Table 1 - Location of boardwalk

The boardwalks will be constructed across the entire width of the footpath and will incorporate timber pile supports on either side. The existing footpath will be removed. Although a proportion of the boardwalk width will essentially be constructed at ground level, the piles on either side will ensure that the footpath stays in place, even if the stream bank continues to erode away beneath it. The piles will also offer a measure of support to the existing road.

Options to construct a narrower section of boardwalk adjacent to the existing footpath were considered and discarded due to the potential instability of the stream bank supporting the existing footpath and the introduction of a longitudinal joint along the footpath that may pull apart, causing a potential hazard for cyclists.

Building consents for boardwalks will be required. Auckland Regional Council and Council resource consents may also be required where works are undertaken within the stream bed.

It is not proposed to carry out any works to upgrade a number of pipes and culverts that outfall into the stream. The boardwalks will be designed so that the timber posts straddle the pipes or culverts, where necessary.

Widening into the berm will have an impact on existing vegetation. The Arboricultural Report recommends the removal of 19 trees, the pruning of 13 trees and root protection for 28 trees. Many of the trees are protected and consent will be required before any of this work can be undertaken.

This option does not require any changes to the existing road layout. However, it would be desirable (but not necessary) to remove car parking from the stream side of the road to eliminate any possible conflict with people opening car doors on to the cycle path. It is recommended that 'no stopping' lines be installed on the stream side of the road.

The kerbline on the stream side of the road will remain in its existing position and so the impact on the existing traffic should be negligible. The handrail on the stream side of the boardwalk located between Chainage 200 and Chainage 240 may reduce forward visibility for northbound traffic to approximately 65m, which is acceptable for a vehicle speed of approximately 55km/h.

The estimated cost of this option is \$470,000.

The advantages and disadvantages of this option is set out in Table 2 below:

Advantages	Disadvantages
<ul style="list-style-type: none"> • Consistent with the cycle facilities on either side of Millbrook Road. • Provides a safe environment for cyclists. • Cyclists do not need to cross Millbrook Road. • Does not reduce the capacity of the existing roading network 	<ul style="list-style-type: none"> • Possible removal of on-street car parking from the stream side of the road. • Higher cost than other options • Removal of vegetation

Table 2 - Advantages and disadvantages of Option 3

Option 4 - Combined Option

This option involves a combination of Options 2 and 3 above. This option was initially developed to address potential safety concerns about moving the kerblines at isolated points along the road and to reduce the amount of boardwalk to be provided and the amount of car parking to be removed.

Where kerb lines are to be relocated, the existing road width will be reduced from 9 metres (2 x 4.5 metre lanes) to a typical width of 7.8 metres (1 x 3.3 metre lane and 1 x 4.5 metre lane), with a minimum width of 1 x 3.0 metre lane and 1 x 4.5 metre lane). It is recommended that the existing road centreline remain in its current location on the crown of the road to ensure that vehicles are not tracking over the pavement construction joint in the centre of the road and that car parking can remain on the side of the road where residential properties are located. However, the centreline can be relocated to better redistribute the difference in lane widths, if required.

Kerb relocation is proposed at the chainages set out in Table 3 below:

Kerb	Chainage	Length
Relocation	(m)	(m)
1	56.5-114.5	58
2	317.5-467.5	150
3	568.5-669.0	101

Table 3 - Option 4 kerb relocation

A preliminary geometric alignment has been prepared to ensure that the changes to the kerb line will not cause stormwater ponding and to determine where existing cesspits need to be relocated. Cesspits would be relocated at the chainages set out in Table 4 below:

Cesspit	Chainage	Type
Relocation	(M)	
1	335	DOUBLE
2	520	SINGLE

Table 4 - Option 4 cesspit relocation

The geotechnical investigation report conclusions and design parameters are the same as for Option 3.

The proposed boardwalk will be 2.5 metres wide, as before. Pile supports will be spaced at typically 4 metre centres. A 1.4 metre high timber handrail will also be provided where appropriate. The boardwalk is proposed at the Chainage 200 to 240, with a length of 40 metres.

A building consent for boardwalk will be required. Auckland Regional Council and Council resource consents may also be required where works are undertaken within the stream bed.

It is not proposed to carry out any works to upgrade a number of pipes and culverts that outfall into the stream. The existing fencing protecting the culvert at Ch340 and at other locations where the stream bank falls away steeply from the edge of the existing footpath will remain, where possible.

Widening into the road will have considerably less impact on existing vegetation. The Arboricultural Report recommends the removal of three trees, the pruning of nine trees and root protection for 37 trees. Many of the trees are protected and consent will still be required before any of this work can be undertaken.

Changes to the existing pavement marking would be required. In the areas where the kerb lines have been relocated and road carriageway width reduced, the on-street car parking on the stream side of the road should be removed and 'no stopping' lines provided. It would be desirable (but not necessary) to remove car parking from the entire stream side of the road to eliminate any possible conflict with people opening car doors on to the cycle path. It is recommended that an edgeline be installed on the stream side of the road to better define a constant 3 metre wide traffic lane in the locations where the kerb has not been relocated.

The speed of traffic travelling north along Millbrook Road may be reduced due to the narrower lane width, but this is not expected to impact on traffic safety. The lane width will be generally 3.3 metres, which is wider than the absolute minimum required lane width of 3.0 metres. The handrail on the stream side of the boardwalk located between Chainage 200 and Chainage 240 may reduce forward visibility for northbound traffic to approximately 65 metres, which is acceptable for a vehicle speed of approximately 55km/h. As there is no kerb relocation proposed within 100 metres of the intersection with View Road, the capacity of the intersection should not be affected.

The estimated cost of this option is \$275,000.

The advantages and disadvantages of this option are set out in Table 5 below:

Advantages	Disadvantages
<ul style="list-style-type: none">• Consistent with the cycle facilities on either side of Millbrook Road.• Provides a safe environment for cyclists.• Reduced road width may act as a traffic calming measure along Millbrook Road.• Cyclists do not need to cross Millbrook Road.• Lower cost than Option 3.	<ul style="list-style-type: none">• Narrows the existing carriageway and could potentially cause squeeze points for cyclists cycling on the road.• Removal of on-street car parking where kerb relocations are constructed and possibly along the entire length of the stream side of the road.

Table 5 - Advantages and disadvantages of option 4

RESOURCES

Funding of \$4.8 million has been provided by Infrastructure Auckland for this project.

CONCLUSION

An analysis of the options for Millbrook Road has been completed, as follows:

- **Option 1** - on-road cycle lanes is not recommended and the design has not been progressed further due to public consultation;
- **Option 2** - relocation of the kerbline to provide an off-road, shared-use path cannot be provided without a reduction in road carriageway width;
- **Option 3** - construction of boardwalks to provide an off-road, shared-use path. This option does not reduce road width, but is the most expensive;
- **Option 4** - a combination of kerbline relocation and boardwalk construction to provide an off-road, shared-use path, results in a partial reduction in road carriageway width. However, this option is preferred due to the lower cost and reduced vegetation removal.

RECOMMENDATIONS

1. That the Project Twin Streams - Millbrook Road Cycle and Walkway Options report be received.
2. That Option 4 as set out in the Agenda report be adopted as the preferred option for the Millbrook Road cycle and walkway.

Report prepared by: Lawrence Butcher, Sustainable Engineering Manager.



18 PROJECT TWIN STREAMS UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with an update of Project Twin Streams outcomes to October 2006.

BACKGROUND

The purpose or kaupapa for Project Twin Streams is: *Working together for healthy streams and strong communities: creating a sustainable future.*

Project Twin Streams is an exciting and innovative multi-faceted project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruheru Creek catchments. This project weaves together the issues of integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with a sustainable community development approach. The Project Twin Streams catchment has a population of 100,000 people and covers 10,000 hectares.

Central to the long term success of the project is finding ways of raising people's awareness of the causes of the degradation of streams, and behaviour changes to address these. This requires working across all aspects of wellbeing (environmental, social, economic and cultural), and actions that promote strong, healthy, engaged local communities who understand the challenges facing their catchment and take responsibility for them.

At the 8 December Meeting 2005 of the City Development Committee Project Twin Streams presented the detailed strategic plan for endorsement. The Committee passed the following resolutions:

1. *That the Project Twin Streams Update report be received*
2. *That the Project Twin Streams detailed project plan as set out in this report be endorsed."*

2419/2005

The 8 December 2005 Agenda Report provided additional background information on Project Twin Streams and the detailed project plan.

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and is contributing to the implementation of the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms and its contribution to Community Outcomes - Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Projection, Whaiora (Participation in society). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of these outcomes.

In particular Project Twin Streams supports the Council strategic platforms of:

- **Strong Communities** - people are active, healthy and content;
- **Active Democracy** - people feel they can make a difference. There are high levels of community participation and respect for each others' views;
- **Green Network** - caring for natural areas. Protection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems;
- **Three Waters** - stream restoration and resolving stormwater management issues.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

OUTCOMES

Planting and Maintenance Programme

The planting season has been short this year, from May to September, but despite this 71,451 plants have been planted - ten percent more than anticipated. Major weed clearance activity is occurring throughout the Opanuku, Waikumete and Swanson Streams. Maintaining a weed-free environment is key to restoration and creates an environment for the natural re-generation of plants. Forward planning is almost completed to ensure activities are on track for completion of the planting programme by 2012 as agreed under the terms of the IA funding (subsequently replaced by Auckland Regional Holdings).

Highlights for 2006:

- Community Contract Organisations have organised local communities to plant 43,684 plants. They have engaged 1,571 volunteers in planting, 865 volunteers in site preparation and maintenance activities and 168 volunteers in rubbish removal.
- Successful community planting days have occurred in Swanson, Ranui, Opanuku and Henderson with events being well-attended by local residents.

- There are a wide-range of groups adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth at risk groups, church groups, alternative education groups and whānau groups.
- Nine local schools are actively engaged in Project Twin Streams - both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.
- Community Contract Organisations are working with Community Corrections through their community work programme. They have been involved in restoration activities in areas which are not so accessible to local communities. This has been a very successful partnership with some community work participants coming back to work on the streams in their own time. Three of the participants have been engaged by commercial contractors on an as need basis.
- The Project Twin Streams Team worked with Councillor Dallow and Beatrice Faumuina to organise a planting along the fitness trail behind The Trusts Stadium. This was an extremely successful event with 1,500 plants planted by members of the sports clubs affiliated with the Trusts Stadium. A commitment was made by Beatrice Faumuina to organise on-going stadium involvement in the care and maintenance of this area.
- An extensive willow eradication programme is being progressed on the Waikumete, Swanson and Opanuku Streams. Willow is the major environmental weed on the stream and contributes to flooding.

Community Contracts and Community Engagement

A key goal of Project Twin Streams is to build community ownership of the Project in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. Community uptake is being achieved through working to engage and contract six locality-based community organisations to develop Project Twin Streams in their neighbourhoods. This model is proving extremely effective in engaging the diversity of Waitakere communities in Project Twin Streams.

There are now four organisations that have community contracts with Project Twin Streams which have been approved by the Tenders Subcommittee. These are:

- **Te Ukaipo Mercy Initiatives for Rangatahi** in Ranui-Massey along the Swanson Stream from Birdwood Road to Huruhuru Creek. This project is being delivered in association with the Ranui Action Project. Highlights for this year include three community planting days each focussing on different themes - celebrating children, celebrating matariki and celebrating Ranui. There are nine groups who have adopted sections of the stream and are involved in regular programmes of site preparation, weeding and maintenance. Weed eradication and stage one planting is completed on the stretch of stream from Swanson Road to Glen Road. This is a great demonstration site of community achievement. Engagement in Project Twin Streams Ranui-Massey has also stimulated discussion of how to generate employment pathways and a skills-based training programme for rangatahi/at risk youth working regularly on the stream. Te Ukaipo have brokered work experience and employment for two young people wanting to pursue a career in horticultural as a result of their participation in Project Twin Streams.
- **West Auckland District Council of Social Services (WADCOSS)** in the Henderson area along the Henderson Creek. A number of successful planting events have been organised with local schools and community groups. Flanshaw Road Primary School has also established a Project Twin Streams garden in the school grounds.

- **Corban Estate Arts Centre** along the Lower Opanuku Stream to Border Road. This project is being delivered jointly between Corban, WEA (Workers Education Association) and the Waitakere Pacific Arts & Cultural Trust. There has been extensive community involvement in this project with eight local groups having adopted areas of the Opanuku Stream and two successful community planting days held. A particular highlight has been the involvement of Te Ata - a Maori mental health group who have had weekly programme on their adopted site. Participants have been learning new skills as well as delivering pamphlets advertising community planting days. Corban Estate is becoming a showcase for community planting with significant areas being weed controlled and revegetated.
- **EcoMatters Environment Trust** in Glen Eden along the Waikumete Stream. On 20 September 2006 there was a powhiri and ceremony at Glen Eden School to celebrate the signing of the Glen Eden Community Contract. Councillor Clews was part of the official party from Waitakere City Council that took part in this occasion along with Gayle Marshall from the New Lynn Community Board. This contract will be delivered in partnership with Glen Eden Primary School and other local schools in the area. There is a huge amount of passion and energy from the three schools in Glen Eden to work together for Project Twin Streams.
- In Swanson residents are actively involved and have organised and completed planting on the Parklands Road reach of the Swanson Stream through two successful community planting days. They are now in the process of negotiating with the Swanson Golf Club to begin weed eradication and a planting programme for 2007.

A registration of interest has just been advertised for a community contract for the Lower Oratia Stream. It is hoped that a community contract will be in place by the end of the year for this section of the stream.

The work of the community contract organisations is strengthening local communities not only through community planting events but by sharing experiences, creative learning, developing art works, expressing local culture, developing community pride, bridging diversity and opening up opportunities for training and employment.

Creative Processes

Creativity is an essential tool for generating interest and excitement in Project Twin Streams and in beginning to understand the issues facing the catchment - particularly for children. The Project Twin Streams Community Arts Worker, a temporary position, who is funded through external funding, has been working alongside the community contract organisations to creatively engage people in re-building their relationship with their local streams.

Highlights for 2006:

- Children at Birdwood School in collaboration with a student from AUT Communication Course have produced a six minute DVD, Te Taiao, of a rap they have written about caring for Swanson Stream. Opportunities are being explored to show this on Maori TV.
- Artwork produced by children from Flanshaw Road Primary has been published as a beautiful book of art images and words that express their vision for and relationship to Henderson Creek. This book was launched at Story Fest. It will be available as a resource for other schools and it is anticipated by the Principal of Flanshaw Road Primary that it will be of national interest.

- A mobile of the Giant Kokopu, a native fish living in our streams, has been erected outside the Massey Community Centre. This fish was made by residents at a Ranui planting day and completed by pupils from Lincoln Heights School. This has attracted positive comments from users and other visitors to the centre.
- Planning is underway for a giant eight metre fabric eel to be part of the Henderson Santa Parade. Local community groups will be involved in walking under and alongside the eel. It will display symbols and messages from community groups about the eel and its need to live in healthy streams.

A significant number of people, particularly children, who are engaging with Project Twin Streams through the community arts projects, are also actively involved in stream restoration activities.

Cycle and Walkways

A9

In 2004 an application was approved by Infrastructure Auckland (subsequently replaced by Auckland Regional Holdings) for \$5.2 million to construct walk/cycleways along the Opanuku, Oratia and Waikumete Streams. (See attachment at page A9 for a map of the cycle/walkway routes). An additional \$3.4 million from Council with a subsidy from Land Transport New Zealand has recently been approved, pending final designs, to cover the full costs of this project.

Consultation, resource consents and design are now being completed and construction of the Lower Oratia and Lower Waikumete sections of the cycle/walkway is about to go to tender, closely followed by the Lower Opanuku and the Upper Opanuku and Upper Waikumete sections. It is anticipated that the construction on the majority of the cycle and walkways will have been completed by the end of summer, apart from the bridges. An arts bridge for the confluence of the Lower Oratia and Lower Waikumete Streams is planned.

Focal points along the cycle and walkways have been planned that demonstrate sustainable technologies such as stormwater ponds, permeable paving and solar lights as well as seating and interpretation panels. Artistic impressions and tiles signifying different aspects of the project and local points of interest are also being planned as inserts into parts of the concrete.

A successful funding application was made to the Ministry for Environment's Sustainable Management Fund to provide additional funding for:

- Research into permeable pavers as a more sustainable alternative to impervious surfaces for the cycle/walkways;
- Educational signage that promotes the sustainability, environmental and health benefits of the cycle/walkways;
- A community festival to launch the cycle/walkways that focuses on educating the community on the benefits of sustainable technologies used in the cycle/walkways coupled with its wider benefits in terms of sustainable transport, health and the broader Project Twin Streams vision.

The launch of the cycle/walkways and community festival is planned for Saturday 21 April 2007 at Corban Estate.

Property Buy Outs

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Rd area (2003), in Henderson Valley (2004) and Glen Eden (2005.) To date settlement has been reached on 68 out of 90 properties, six are awaiting settlement and 14 are under negotiation.

Relationship with Manawhenua & Iwi

There is strong support for Project Twin Streams from both Te Kawerau a Maki and Ngati Whatua. Cultural heritage reports with recommendations for progressing manawhenua interests within Project Twin Streams have been received from both iwi and are being implemented.

All the local community contract organisations are working closely with local Maori in their locality. In July 2006 Te Piataata Trust organised a community whānau planting at Epping Reserve to celebrate matariki. They continue to operate a weekly site preparation and planting programme for youth excluded from the school system on the Swanson Stream. Rangatahi from Waipareira Alternative Education Unit are also involved in regular restoration activities.

There has recently been interest in establishing a Pa Harekeke (traditional flax planting for weaving) as part of Project Twin Streams. This is being progressed in consultation with the Maori Issues Manager. It will include consultation with manawhenua, local weavers and the Weaving School at UNITEC.

An Innovative Approach to Integrated Catchment Management Planning for Project Twin Streams

Work is underway to prepare an integrated catchment management plan with the Auckland Regional Council and Landcare to develop a quadruple bottom line plan for the Project Twin Streams catchment. The Auckland Regional Council has agreed in principle to this proposal and its innovative potential to build on the community engagement strategies of Project Twin Streams to engage communities to take ownership of the water issues in their own catchment. The greatest impact on managing stormwater is through individual and collective behaviour change.

Achieving Project Twin Stream Goals through Collaborative Partnerships

Project Twin Streams is one of two demonstration sites for Sustainable Communities, one of the work strands of Sustainable Auckland, which is a government demonstration project. This brings additional resources of \$65,000 - \$85,000 a year for three years through direct funding, of which 2006/2007 is the final year. A key focus for Sustainable Communities this year will be developing strategic partnerships with external organisations such as Department of Internal Affairs, Auckland Regional Council, and Ministry for Environment to ensure on-going development, funding and other resources which ensure the long-term sustainability of the project.

Progressing Project Twin Streams Economic Goals

In February 2006 Sustainable Communities commissioned Enterprise Waitakere to identify potential opportunities and an implementation plan for economic development in the Project Twin Streams catchments. In July 2006 a workshop was held with key stakeholders - community, central government, Council, and others to present the outcomes of the research and to workshop priorities and next steps. Councillors Hulse and Cooper attended. This workshop generated a lot of positive energy for Project Twin Streams as a catalyst for economic development. Action plan ideas focussed on the following:

- Community economic development initiatives such as providing employment pathways for youth at risk through skills training and unit standards that recognise the skills being developed by youth engaged in regular restoration activities; business ideas such as bamboo to charcoal and weeds to paper and activities that support ecotourism;
- Green technologies;
- Maori economic development.

Enterprise Waitakere has established a new position of Economic Development Facilitator to progress the Project Twin Streams Economic Development Action Plan and to further work on social enterprise development. This position is jointly funded by Sustainable Communities, Council and Enterprise Waitakere.

A steering group led by Enterprise Waitakere and comprising Council, Beacon Pathways, EcoMatters Trust, Landcare, UNITEC and Sustainable Business Network has recently been established to progress the Green Technologies recommendations in the Project Twin Streams catchment.

Evaluating the Effectiveness of a Quadruple Bottom Line Approach

The Project Twin Streams Integrated Evaluation Framework has now been completed. It captures the effectiveness of a quadruple bottom line approach to an environmental project. Evaluation will include the effectiveness and learnings of using a community development model, and a range of environmental, economic, cultural and social outcomes. The Evaluation Framework is aligned to Council's monitoring and evaluation processes. The framework is very innovative and will be of broader interest and have wider application beyond the Project as very little work has been done on how to evaluate sustainable quadruple bottom line projects.

ISSUES OF INTEREST TO THE HENDERSON COMMUNITY BOARD

A particular highlight has been the publication of a book - Our Place - Henderson Creek. This is the result of collaboration between Flanshaw Road Primary School, West Auckland District Council of Social Services (the community contract organisation for Henderson Creek) and Council through the work of the Project Twin Streams Arts Co-ordinator, Janet Holt. This book includes beautiful images of artwork and words by the children from Flanshaw Road Primary School on their connection to Henderson Creek and their local community.

Corban Arts Estate, the contract holder for Opanuku Stream, has engaged the local communities in planting approximately 15,000 plants over this season. There is involvement with many of the schools including Henderson High School and Henderson South Primary and Waipareira Alternative Education Unit. Both Summerland and Western Heights are keen to be engaged next year. As well as being involved in stream restoration activities the rangatahi (youth) from the Waipareira Alternative Education Unit are about to embark on a carving project to create an eel seat from a tree trunk down by their adopted area. A project is also being developed with Forest and Bird on a pest predator monitoring programme.

RESOURCES

The resources available are as follows:

- Funding of \$38.2 million has been allocated from Infrastructure Auckland (subsequently replaced by Auckland Regional Holdings) for stormwater management, repair and restoration of 56 km of streams and to provide social and economic benefits as outline in the contract. A claim has just been submitted to Auckland Regional Holdings for \$7,112,000 for 2004/2005. This will make a total of \$10 million that has been claimed;
- Funding of \$5.2 million has been allocated from Infrastructure Auckland for the construction of cycle and walkways along the Oratia, Opanuku and Waikumete streams;

- Direct funding of \$80,000 from Sustainable Communities for three years has been secured to progress agreed social, cultural and economic goals of the programme;
- Funding of \$250,000 from Ministry for Environment Sustainable Management Fund for education on sustainable technologies and for a community festival and launch of the walk and cycleway project;
- Funding of \$12 million from Financial Contributions.

In the long term additional funding will be required to sustain the project beyond 2010.

CONCLUSION

Project Twin Streams is demonstrating a community development model for catchment restoration and an integrated catchment management plan. As more and more local people become engaged and enthused with the project the potential grows. The project fully reflects the purpose of local government to promote environmental, economic, cultural and social wellbeing. To date Project Twin Streams has been reliant on additional resources from Sustainable Communities to progress the social, cultural and economic outcomes. This is the final year of Sustainable Communities support. Unless Project Twin Streams receives additional resources and support from within Council and from external stakeholders there is a risk to the project to build on and realise potential outcomes across the quadruple bottom line.

RECOMMENDATIONS

That the Project Twin Streams Update report be received.

Report prepared by: Jenny Chilcott, Programme Leader, Social, Project Twin Streams.



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

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Waitakere Citizen Advice Bureau	Leo Nobile
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Leo Nobile
Council / Police Liaison Group	Helen Jones Leo Nobile
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
COUNCIL COMMITTEES	
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)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

