

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 3 AUGUST 2006, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 6 July 2006

RECOMMENDATION

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

The move to Waitakere Central is completed and now we must get used to where everybody is located. I am amazed at how quickly everyone has settled in. My thanks to the officers who moved and reset up the Community Board room. It is really efficiently and well laid out.

Report of the Mayor

The Mayor's report, in which he discussed the idea of a holding a referenda with the public over important issues while really innovative leaves one wondering where the Community Boards belong and their role. The Local Government Act 2002 states that Community Boards "represent and act as advocates for the interests of their community" and yet we have no real input into decisions of Council and in many instances do not have the opportunity to even make comments on issues that affect the residents we represent.

Whilst we as Boards make a submission to the Long Term Council Community Plan and Annual Plan Special Committee we make it at the Draft Plan stage which is really too late. While I am not suggesting that it is our role to make policy decisions, I have always believed that we should be able to make comment, in order that the Councillors have all the information required to make decisions that reflect the wishes of the people.

There are twenty two Community Board Members who were elected in the belief that they could make a difference representing and advocating in the communities best interests. I hope that we will be involved in the preparation of the report.

Vodanovich Road

Another meeting has been held with the working group and on August 8th a meeting will be held to which all residents will be invited where the recommended changes to the road to slow traffic will be presented.

Parking Restrictions - Henderson

I have deferred this workshop until we have the information on present traffic patterns and parking issues. Tony Miguel has recommended a survey and consultation be carried out before we make decisions.

Te Atatu Peninsula/Community Centre/Town Centre Redevelopment

Wayne Bainbridge and I held a meeting with Ross McLeod, Robert Rudd and other officers to progress the commencement of the process to achieve this redevelopment.

RECOMMENDATION

That the Chairman's Report be received.





Elizabeth Grimmer, MNZM




CHAIRMAN













7 COMMITTEE SECRETARY'S REPORT

A1

Issue	Comments	Reporting Council Officer
Henderson Community Boards Objection on the Representation Review Final Proposal Board Members request	Attached at page A1 is a copy of the Board's objection to the Representation Review Final Proposal received on time by the Electoral Officer. Please note that, pursuant to the Local Electoral Act 2001, all submissions to the Representation Review Final Proposal must be referred to as objections.	Charlie Inggs  836 8000 Ext: 8854
Taipari Strand Car Park Upgrade Officer's Report	The project was completed in mid July 2006 with the entire access way and the car park between the boat clubs resealed.	Andreas Lilley  836 8000 Ext: 8553
Cranwell Park Car Park Upgrade Officer's Report	The initial design work has been completed on the resealing of the car park. It is anticipated the project will proceed to public tender in September 2006, with an anticipated completion date in December 2006.	Andreas Lilley  836 8000 Ext: 8553
Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	The project is currently going through the consent process. The consent has been a combined notified consent by Auckland Regional Council and Waitakere City Council. Pre-hearing meetings are currently being held with the submitters to try to alleviate their concerns and negate the need for a formal hearing.	Debbie Chapman  836 8000 Ext: 8303

Issue	Comments	Reporting Council Officer
Tui Glen Stage 2 Development Officer's Report	There have been further delays in sealing the car park due to the recent rain. The contract works are now on hold until the weather improves. The New Zealand Motor Campers Association is proposing to carry out planting at the depot and the details are yet to be finalised.	Grant Jennings  836 8000 Ext: 8537
Catherine Street Footbridge Officer's Report	The overhead canopy on the foot bridge over the Oratia Stream linking West City Plaza and Catherine Street in Henderson has been removed. The handrails on this foot bridge and the foot bridge to the south have been replaced.	Grant Jennings  836 8000 Ext: 8537
Safety Issues When Crossing Sel Peacock Drive Resolution No. 88/2006 9 February 2006	In relation to resolution 88/2006 regarding the safety issues when crossing Sel Peacock Drive, a proposed site for a further crossing point consisting of a refuge island and kerb extensions has been identified and provision has been made for it to be implemented within the 2006/2007 minor safety programme. A report seeking approval for the construction of the refuge island and the necessary alterations to on street parking controls will be brought back to the Board at its meeting to be held on 5 October 2006 following completion of the design.	Adam Moller  836 8000 Ext: 8750

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005 Resolution No. 1765/2005	2 November 2006	Tony Miguel  836 8000 Ext: 8294
Project Twin Streams - Millbrook Road Cycle and Walkway	4 May 2006 Resolution No. 793/2006	2 November 2006	Tony Miguel  836 8000 Ext: 8294
Road Safety Issues - Vodanovich Road	9 February 2006 Resolution No. 90/2006 Public Forum	5 October 2006	Paul Schischka  836 8000 Ext: 8742
Parking Issues Outside 382-386 Te Atatu Road	4 May 2006 Resolution No. 785/2006	7 September 2006	Paul Schischka  836 8000 Ext: 8742
Repairs to Coronation Bridge, Henderson	4 May 2006 Resolution No. 777/2006	2 November 2006	Tony Miguel  836 8000 Ext: 8294

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Update Four Monthly Progress Report	4 August 2005 Resolution No. 1492/2005 Last updated 6 April 2006	2 November 2006	Tony Miguel  836 8000 Ext: 8294
Lloyd Morgan Park	1 June 2006 Resolution No. 989/2006	7 September 2006	Renee Lambert  836 8000 Ext: 8118
2006/2007 Footpaths, Traffic Safety and Minor Rooding Projects	6 July 2006 Resolution No. 1333/2006	2 November 2006	Tony Miguel  836 8000 Ext: 8294
Traffic Congestion at the Intersection of Smythe and Henderson Valley Roads	6 July 2006 Public Forum	5 October 2006	Paul Schischka  836 8000 Ext: 8742
Traffic Congestion at the Intersection of Keeling and Henderson Valley Roads	6 July 2006 Public Forum	5 October 2006	Paul Schischka  836 8000 Ext: 8742
Speeding Traffic on Newington Road	6 July 2006 Public Forum Resolution No. 1328/2006	5 October 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	5 October 2006	Paul Schischka  836 8000 Ext: 8742

RECOMMENDATION

That the Committee Secretary's Report for 3 August 2006 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 BUSCOMB AVENUE - PARKING ISSUES

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for new parking controls in Buscomb Avenue, Henderson.

BACKGROUND

At the 9 February 2006 meeting of the Henderson Community Board a member of the public addressed the Board regarding vehicles parking in Buscomb Avenue near their property. The Henderson Community Board made the following resolution in response to the resident's concerns:

"That an urgent report be brought back to the Henderson Community Board for its April meeting investigating solutions to the parking issues in Buscomb Avenue and that an update regarding any statistics on paid parking in the Henderson area be included in the report."

87/2006

Buscomb Avenue is located on the periphery of the Henderson Town Centre off Sel Peacock Drive and is classified as a local street. There is significant parking demand in Buscomb Avenue on the section of road closest to the town centre during business hours.

STRATEGIC CONTEXT

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

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

ISSUES

Traffic volumes in Buscomb Avenue are expected to increase, when the Waipareira Avenue to Woodford Avenue link is completed, to approximately 1,550 vehicles per day. This volume of traffic is higher than the average for local streets but is well below that would be expected on roads classified as collector or arterial roads.

In correspondence with officers prior to the February 2006 meeting the members of the public who spoke at the Public Forum listed their concerns regarding Buscomb Avenue. Their concerns are summarised below:

- Vehicles are often parked over or too close to residents' vehicle crossings obstructing access.

Comment - It is illegal to park over or within one metre of a vehicle crossing and owners of vehicles parked in these locations may be issued with an infringement notice. Council normally deals with concerns of this nature by means of enforcement. Additional signage or markings to remind drivers where they may or may not park is usually only considered where there is an ongoing issue that has not been resolved by enforcement. Ongoing parking issues in Buscomb Avenue warrant additional road marking or signage.

- Parked vehicles can block sight lines from residents' vehicle crossings.
Comment - Parked vehicles can limit sightlines between drivers leaving vehicle crossings and moving traffic, particularly where groups of tightly spaced parked vehicles are present. Drivers can often see across the bonnet or boot or through the windows of parked passenger cars, but this is sometimes not possible with larger vehicles including four wheel drives and vans.
Traffic volumes in Buscomb Avenue are relatively low and drivers can safely exit vehicle crossings when sight lines are limited by edging slowly out into the carriageway until they are able to see past parked vehicles.
- Parked vehicles prevent residents' visitors finding nearby on street parking.
Comment - Parking on public roads is generally available for the use of all road users and a level of on street parking in and around town centres and commercial areas is to be expected. Council is not obligated to provide on street parking in any location. Section sizes in Buscomb Avenue are relatively large and many, but not all, residents are able to accommodate some visitor parking within their properties.
- Parked vehicles hinder the collection of rubbish.
Comment - Council's rubbish collection contractor is required to check behind parked vehicles for rubbish. If Council's Call Centre is contacted by any resident regarding uncollected rubbish the contractor will be sent back to the site to collect the rubbish at no expense to Council.
- Parked vehicles narrow the available traffic lanes for moving vehicles.
Comment - The carriageway of Buscomb Avenue is 10 metres wide kerb face to kerb face. Allowing for a typical clearance of 0.3 metres each side between parked car and kerb face and a normal passenger car width of 1.8 metres the clearance between parked vehicles where cars are parked both sides of the carriageway is 5.8 metres. This allows a traffic lane of 2.9 metres in each direction. This clearance will allow sufficient space for two cars to pass comfortably.

Where a car passes a heavy vehicle the clearance is more limited and most drivers will slow when passing. Although some drivers will find this inconvenient Buscomb Avenue is classified as a local street and it is not intended to be used by large numbers of heavy vehicles or for vehicles travelling at high speeds. Removal of parking to facilitate consistently high traffic speeds encourages the use of Buscomb Avenue as a bypass around Lincoln Road which is not the purpose of a local street.

Potential Schemes

A number of potential schemes are discussed below along with a recommend scheme:

- Installation of 'No Stopping At All Times' line on both sides of Buscomb Avenue.
Removal of all parking on both sides of Buscomb Avenue would resolve any issues with parked vehicles blocking vehicle crossings or limiting sight lines from vehicle crossings but would eliminate all parking for residents or their guests at any time.
Parked vehicles in Buscomb Avenue narrow the available traffic lanes reducing average vehicles speeds. The removal of all parking in Buscomb Avenue would have the disadvantage of encouraging higher vehicle speeds in the street.
In the past two years a number of new parking restrictions have been approved in streets around the Henderson town centre in response to high parking demand in these streets. New restrictions have been installed in Takapu Street, Millstream Drive, Edmonton Road and Alderman Drive. Removal of a large number of parking spaces from Buscomb Avenue is likely to result in the current issues migrating to another location.

For these reasons a scheme of this type is not recommended.

- Installation of 'No Stopping At All Times' line on one side of Buscomb Avenue only.

This type of restriction would resolve perceived issues with narrow traffic lanes in Buscomb Avenue but would not resolve issues with parked vehicles obstructing vehicle crossings or limiting sight lines on the side without a parking restriction. Removal of parking on one side only would also have similar disadvantages in regard to increased vehicle speeds to a restriction on both sides and there would also be potential issues with displaced vehicles parking in other local roads around the town centre.

- Install a 'No Stopping' restriction in Buscomb Avenue applicable during business hours only.

Parking signs could be installed that would create a 'No Stopping' parking restriction applicable during business hours on week days only. This would allow residents and their guests to park at night and during weekends and would be effective in regard to issues with vehicles parked over vehicle crossings or limiting sight lines.

A scheme of this nature would have similar disadvantages with regard to increased vehicle speeds and migration of displaced vehicles to other locations that would apply if a 'No Stopping' at all times restriction was installed.

- Impose a time limit for parking during business hours in Buscomb Avenue.

A time limit could be imposed on parking on the portion of Buscomb Avenue close to the town centre. This type of restriction was imposed in Takapu Street approximately two years ago when residents raised concerns regarding a large number of vehicles parking in the street during business hours. In Takapu Street vehicles may park for no more than 120 minutes during business hours. This restriction has been effective in dealing with the majority of the residents' concerns.

This type of scheme would allow for long term parking by residents and their guests during evenings and weekends and shorter term parking during the day but would have similar disadvantages to other potential schemes that would eliminate large amounts of parking in Buscomb Avenue.

- Implement a residents parking permit scheme.

The Local Government Act permits road controlling authorities to restrict parking in certain locations to residents holding a residents parking permit only. There are currently no residents parking permit schemes in Waitakere.

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

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

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

Proposed Scheme

Officers have visited Buscomb Avenue and devised a potential scheme for managing the parking in Buscomb Avenue close to the town centre.

A2-A3

It is proposed that in the section of Buscomb Avenue between the intersection with Sel Peacock Drive and the turn around area outside numbers 69 to 81 individual parking spaces be marked along each side of the street between residents vehicle crossings and that 'No Stopping' lines be marked across and adjacent to the vehicle crossings. The parking spaces would be marked so that no vehicle may park closer than 2 metres to the edge of a vehicle crossing. The proposed number of spaces and their locations are shown in the tables attached at pages A2 to A3.

The proposed changes are intended to preserve as much on street parking in Buscomb Avenue as possible. This avoids the potential disadvantages regarding higher traffic speeds and possible migration of displaced vehicles to other streets that are inherent in schemes that eliminate large amounts of parking in the street.

Extending the clear zone adjacent to each vehicle crossing will provide better manoeuvring and sight lines from crossings and will thin out the density of parked cars in the street to a moderate extent.

Issues with vehicles parking over vehicle crossings or within the one metre minimum clear zone are most common where the space between vehicle crossings is insufficient to park an extra vehicle, but only barely so. An example is where there is a 10 metre gap between two crossings. Most passenger cars are around 4.5 metres long, with a large majority in the 4 to 5 metre range. Where parking demand is high drivers tend to leave between 0.5 and 1 metre between cars parked on the street. Two 4.5 metre long vehicles with a 0.5 metre gap between them together occupy 9.5 metres of space and taking into account the 1 metre clear zone cannot be legally parked in a 10 metre gap between crossings. Some drivers will try to park a second car in situations such as these especially where parking demand is high and their vehicle will only be partially over one of the adjacent crossings.

The installation of individual parking spaces can be used to effectively manage these situations. Marking a single parking space at the mid point between vehicle crossings directs the first driver to park and to leave a gap at either end of their vehicle so that another driver may not attempt to park in it. Marking the remaining areas with a 'No Stopping' line also helps to reinforce the parking scheme.

Consultation

A consultation letter outlining the proposed changes was sent to residents of nearby properties.

Of the 92 properties that were sent consultation letters, 7 replied with the following comments:

- One respondent expressed concern regarding vehicles parked close to the entrance to Crockett Lane blocking sight lines for turning traffic and requested that no vehicles be permitted to park between the entrance to this street and the vehicle crossing of number 48.

To ensure that sight lines for drivers are not obstructed by parked vehicles the recommendations of this report have been altered to accommodate this request.

- One respondent stated that they did not believe the proposed scheme was adequate. They believed that large numbers of parked cars had a negative effect on the streetscape; they believed traffic volumes and speeds in the road were too high and that the scheme did not address this; and that the parking issues in Buscomb Ave were due to paid parking in public car parks in Henderson and that paid parking should be eliminated.

- One respondent living in a property adjoining the turn around area outside numbers 69 to 81 requested that parking be prohibited outside number 69 but that some parking be provided in the turning area.

In the past Buscomb Avenue was a cul de sac, but it has now been extended to meet with Epping Road. The old cul de sac head remains but is no longer need for turning vehicles and can be used to accommodate some on street parking. The recommendations of this report have been altered to accommodate this request.

- The occupant of property number 53 requested parking restrictions adjacent to their vehicle crossing be extended to provide better manoeuvring room and sight lines from their vehicle crossing.

The recommendations of this report have been altered to accommodate this request. On the northeast side of the vehicle crossing the 'No Stopping' line will extend 9 metres from the edge of the vehicle crossing and on the southwest side of the vehicle crossing adjacent to 53 Buscomb Avenue (the vehicle crossing of 49, 49A, 49B and 51 Buscomb Avenue) the 'No Stopping' line will extend 8 metres from the edge of the crossing.

- One respondent stated that they did not believe the proposed scheme was sufficient and suggested two alternative schemes. They suggested that either a 'No Stopping' line be placed on one side only or that all parking be prohibited in Buscomb Avenue near the town centre between the hours of 8am and 6pm. They also expressed concerns regarding vehicle speed and sight lines from vehicle crossings and requested that Council eliminated paid parking in public car parks around Henderson.

The carriageway of Buscomb Avenue is sufficiently wide to permit two way traffic flow without eliminating parking on one side only. Elimination of all parking on both sides or part of the road would have disadvantages in regard to traffic speed, use of the road as a bypass and migration of the issues to other streets that are described elsewhere in this report.

- One respondent stated that they were unhappy with the proposed scheme because the space outside their house would be removed, parking should be prohibited near the crest on the northeast of the vehicle crossing, paid parking has caused the problem and should be removed and the Police and Work & Income New Zealand were parking in the street and should be made to provide parking for their staff. This respondent was unhappy about vehicle speeds in the road and requested speed humps be installed. They also requested that a three hour time limit be considered for parking in the street.

The recommendations of the report have been altered to ensure that the parking space outside the resident's property remains available.

A4-A8

- The resident who initially brought the Community Board's attention to parking in Buscomb Avenue responded with a number of concerns. She stated that she did not believe that parked vehicles were adequate in regard to slowing traffic speeds and that they did not discourage the use of the road as a bypass around Lincoln Road. She stated that parking demand in Buscomb Avenue has increased dramatically since paid parking in public car parks in Henderson was implemented and since the former site of Mitre 10 in Sel Peacock Drive was redeveloped. This site now contains retail shops, a storage facility and a Work & Income New Zealand call centre. She requested that paid parking in nearby public car parks be eliminated and that all future development in Henderson be required to provide sufficient parking for staff on site. She expressed concerns regarding limited sight lines from the vehicle crossings near her property due to a crest in the road near the intersection with Crockett Lane and requested that this area be given particular attention. She asked that Council modify its planning for growth in the Henderson Town centre and that residential streets not be used for parking for staff from nearby commercial areas. She also conducted her own survey of Buscomb Avenue residents' opinions on potential parking management options, a copy of the results of which is attached at pages A4 to A8.

To encourage use of public transport and alternative forms of transport Council does not require activities operating in town centres to provide a quantity of off street parking that will totally satisfy parking demand created by the activity.

There is a moderate crest in the carriageway of Buscomb Avenue close to the intersection with Crockett Lane that limits sight lines to moving traffic from vehicle crossings close to the crest to around 40 metres. This effect is independent of the presence of parked vehicles, although the combination of parked vehicles and the crest together are worse than the individual effects of either. Property numbers 30, 30A and 32 are of particular concern as these sections have either more than one dwelling on them or have been subdivided to a smaller size than other properties in Buscomb Avenue. This restricts the ability of vehicles to turn on site on these sections and drivers must reverse out.

In response to the resident's concern it is recommended that all parking be eliminated between the vehicle crossings of numbers 32 and 34 Buscomb Avenue. This will ensure parked vehicles do not restrict sight lines between the vehicle crossings of 30, 30A, 32 and 32A Buscomb Avenue and vehicles travelling over the crest.

A9 The location of the proposed new parking restriction is indicated on Attachment C9.

RESOURCES

The proposed changes to road marking and signage can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposal to install new parking controls in Buscomb Avenue, Henderson is recommended to better manage parking in this street.

RECOMMENDATIONS

1. That the Buscomb Avenue - Parking Issues report be received.
2. That in relation to **BUSCOMB AVENUE, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **BUSCOMB AVENUE** 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) that on the southeast kerb line of **BUSCOMB AVENUE** starting from the point where the kerb line meets the northeast kerb of **SEL PEACOCK DRIVE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **13 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.

- (ii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **13 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **15 BUSCOMB AVENUE** a **ONE MARKED PARKING SPACE** be put in place.
- (iii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **15 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **15 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (iv) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **15 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **15B BUSCOMB AVENUE** a **ONE MARKED PARKING SPACE** be put in place.
- (v) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **15B BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **15B BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (vi) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **15B BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **17 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (vii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **17 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **17 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (viii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **17 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **19 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (ix) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **19 BUSCOMB AVENUE** and extending northeast to the point where the kerb line meets the southwest kerb line of **MILLSTREAM DRIVE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (x) that on the southeast kerb line of **BUSCOMB AVENUE** starting from the point where the kerb line meets the southwest kerb line of **MILLSTREAM DRIVE** and extending to a point 8 metres southwest of the vehicle crossing of **23, 23A AND 25A BUSCOMB** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xi) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 8 metres southwest of the vehicle crossing of **23, 23A AND 25A BUSCOMB** and extending to a point 2 metres southwest of the vehicle crossing of **23, 23A AND 25A BUSCOMB** a **ONE MARKED PARKING SPACE** be put in place.

- (xii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **23, 23A AND 25A BUSCOMB AVENUE** and extending southwest to a point 2 metres northeast of the vehicle crossing of **25 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xiii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **25 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **25B, 25C, 27, 27A1, AND 27A2 BUSCOMB AVENUE** a **ONE MARKED PARKING SPACE** be put in place.
- (xiv) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **25B, 25C, 27, 27A1, AND 27A2 BUSCOMB AVENUE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **25B, 25C, 27, 27A1, AND 27A2 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xv) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **25B, 25C, 27, 27A1, AND 27A2 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **27A AND 27B BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xvi) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **27A AND 27B BUSCOMB AVENUE** and extending northeast to a point 4 metres northeast of the vehicle crossing of **27A AND 27B BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xvii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 4 metres northeast of the vehicle crossing of **27A AND 27B BUSCOMB AVENUE** and extending northeast to a point 4 metres southwest of the vehicle crossing of **29 BUSCOMB AVENUE** a **ONE MARKED PARKING SPACE** be put in place.
- (xviii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 4 metres southwest of the vehicle crossing of **29 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **29 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xix) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **29 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **31, 33 AND 35 BUSCOMB AVENUE** a **THREE MARKED PARKING SPACES** be put in place.
- (xx) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **31, 33 AND 35 BUSCOMB AVENUE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **41 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxi) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **41 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **43 BUSCOMB AVENUE** a **FIVE MARKED PARKING SPACES** be put in place.

- (xxii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **43 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **43 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxiii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **43 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **45, 47 AND 47A BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xxiv) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **45, 47 AND 47A BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **45, 47 AND 47A BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxv) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **45, 47 AND 47A BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **49, 49A, 49B AND 51 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xxvi) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **49, 49A, 49B AND 51 BUSCOMB AVENUE** and extending northeast to a point 9 metres northeast of the vehicle crossing of **53 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxvii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **53 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **55 AND 57 BUSCOMB AVENUE** a **THREE MARKED PARKING SPACES** be put in place.
- (xxviii) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **55 AND 57 BUSCOMB AVENUE** and extending northeast to a point 4 metres northeast of the vehicle crossing of **59 AND 2/59 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxix) that on the southeast kerb line of **BUSCOMB AVENUE** starting from a point 7 metres northeast of the vehicle crossing of **59 AND 2/59 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **63 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xxx) that on the northwest kerb line of **BUSCOMB AVENUE** starting from the point where the kerb line meets the northeast kerb of **SEL PEACOCK DRIVE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **18B BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxxii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **18B BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **18 BUSCOMB AVENUE** a **ONE MARKED PARKING SPACE** be put in place.

- (xxxii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **18 BUSCOMB AVENUE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **18 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxxiii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **18 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **20 AND 22 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xxxiv) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **20 AND 22 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **20 AND 22 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxxv) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **20 AND 22 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **24 AND 24A BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xxxvi) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **24 AND 24A BUSCOMB AVENUE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **26 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxxvii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **26 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **30A BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xxxviii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **30A BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **34 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xxxix) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **34 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **34A, 36, 38 AND 46 BUSCOMB AVENUE** a **SIX MARKED PARKING SPACES** be put in place.
- (xl) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **4A, 36, 38 AND 46 BUSCOMB AVENUE** and extending northeast to the point where the kerb line meets the southwest edge of **CROCKETT LANE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xli) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **48 BUSCOMB AVENUE** and extending southwest to the point where the kerb line meets the northeast edge of **CROCKETT LANE** a new **NO STOPPING AT ALL TIMES** control be put in place.

- (xlii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **48 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **50, 50A, 1/52, 2/52, 3/52, 4/52, 5/52, 6/52 AND 54 BUSCOMB AVENUE** a **THREE MARKED PARKING SPACES** be put in place.
- (xliii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **50, 50A, 1/52, 2/52, 3/52, 4/52, 5/52, 6/52 AND 54 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **50, 50A, 1/52, 2/52, 3/52, 4/52, 5/52, 6/52 AND 54 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xliv) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **50, 50A, 1/52, 2/52, 3/52, 4/52, 5/52, 6/52 AND 54 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **56 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xlv) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **56 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **56 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xlvi) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **56 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **58 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xlvii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **58 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **58 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (xlviii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **58 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **60 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
- (xlix) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **60 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **60 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
- (l) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **60 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **62 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.

- (li) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **62 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **64 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (lii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **64 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **66, 2/66 AND 68 BUSCOMB AVENUE** a **ONE MARKED PARKING SPACE** be put in place.
 - (liii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **66, 2/66 AND 68 BUSCOMB AVENUE** and extending northeast to a point 3 metres northeast of the vehicle crossing of **70 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (liv) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **70 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **72 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
 - (lv) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **72 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **72 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (lvi) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres northeast of the vehicle crossing of **70 BUSCOMB AVENUE** and extending northeast to a point 3 metres southwest of the vehicle crossing of **72 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
 - (lvii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 3 metres southwest of the vehicle crossing of **72 BUSCOMB AVENUE** and extending northeast to a point 2 metres northeast of the vehicle crossing of **72 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (lviii) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres northeast of the vehicle crossing of **72 BUSCOMB AVENUE** and extending northeast to a point 2 metres southwest of the vehicle crossing of **74 BUSCOMB AVENUE** a **TWO MARKED PARKING SPACES** be put in place.
 - (lix) that on the northwest kerb line of **BUSCOMB AVENUE** starting from a point 2 metres southwest of the vehicle crossing of **74 BUSCOMB AVENUE** and extending northeast to a point 26 metres northeast of the vehicle crossing of **72 BUSCOMB AVENUE** a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of 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 **METRIC PLACE - CHANGES TO PARKING CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for changes to parking controls in Metric Place, Te Atatu South.

BACKGROUND

A representative of Tirimoana Primary School has made a request that Council consider changes to the existing parking restrictions in Metric Place. Metric Place is a short residential cul de sac which contains a side entrance to Tirimoana Primary School.

Council has recently constructed a footpath on the portion of the west side of Metric Place closest to the intersection with Divich Avenue. The carriageway of Keru Place is 5.8 metres wide kerb to kerb. Where vehicles park on both sides of a carriageway of this width there is insufficient remaining clearance to provide for a traffic lane.

A10-A11

There are existing parking restrictions on the west side of Metric Place that were approved by the Henderson Community Board at a meeting of 5 February 2004. A copy of the agenda report relating to this matter is included at pages A10 to A11.

STRATEGIC CONTEXT

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

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

ISSUES

The school operates supervised crossing points for children before and after school. Prior to construction of the new footpath on the west side of Metric Place the school provided a supervised crossing point for children crossing Metric Place at the intersection with Divich Avenue.

Since construction of the footpath on the west side of Metric Place the school has repositioned the supervised crossing point. Children now cross from a point close to the entrance to the school to the new footpath on the west side. Since relocation of the crossing, school personnel have experienced problems with vehicles parking on the east side close to the crossing point blocking sight lines and access in this location.

To alleviate these problems the following changes are proposed:

- Install a 'No Stopping between the hours of 8.30am and 9.15pm and 2.30pm to 3.15pm Monday to Friday' control on the east side of Metric Place between the end of the existing 'no stopping at all times' control at the intersection with Divich Place and the entrance to the school.

This restriction will provide better sight lines between the crossing point and moving traffic. There is a retaining wall between the east side footpath and the carriageway which makes this location unsuitable for cars delivering parents to the school.

- Alter the existing restriction on the west side of Metric Place. This will now be a 'No Stopping between the hours of 8.30am and 9.15pm and 2.30pm to 3.15pm Monday to Friday' control that will start in the current location outside 3 Metric Place and extend northward to a point 6 metres from the crossing point.

This will allow some parking on the west side of the road between the crossing and Divich Avenue. The new footpath adjacent to this location makes this a more suitable place to drop and collect children and the proposed new restriction opposite these spaces will prevent the carriageway becoming blocked. The school has requested that the start time for parking restrictions be brought forward by 15 minutes as parking problems have been observed during these times.

A12 A consultation letter outlining the proposed changes was sent to residents of Metric Place and the school. Two responses were received. One respondent did not object to the proposed changes but was concerned that compliance with the existing controls was poor and that better compliance with the proposed changes was unlikely. The other respondent was Tirimona Primary School who submitted a letter endorsing the proposed change which is attached at page A12.

A13-A14 The location of the proposed new parking restriction is indicated at pages A13 to A14.

RESOURCES

The proposed changes to road marking and signage can be implemented under the 2006/2007 Annual Plan maintenance budgets.

CONCLUSION

The proposal to alter existing parking controls in Metric Place is recommended to better manage traffic in the street during before and after school periods.

RECOMMENDATIONS

1. That the Metric Place - Changes to Parking Controls report be received.
2. That in relation to **METRIC PLACE, TE ATATU SOUTH:**
 - (a) That all existing parking restrictions or limitations currently applicable to **METRIC PLACE** 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) that on the west kerb line of **METRIC PLACE** starting from a point 45 metres south of the south kerb line of **DIVICH AVENUE** and extending to a point a further 35 metres south a new **NO STOPPING, 8.30AM TO 9.15AM AND 2.30PM TO 3.15PM, MONDAY TO FRIDAY ONLY** control be put in place.

- (ii) that on the east kerb line of **METRIC PLACE** starting from a point 45 metres south of the south kerb line of **DIVICH AVENUE** and extending to a point a further 35 metres south a new **NO STOPPING, 8.30AM TO 9.15AM AND 2.30PM TO 3.15PM, MONDAY TO FRIDAY ONLY** control be put in place.
 - (iii) that on the west kerb line of **METRIC PLACE** starting from a point 17 metres south of the south kerb line of **DIVICH AVENUE** and extending to a point a further 28 metres south all existing parking controls be removed.
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 controls.

Report prepared by: Paul Schischka, Transport Engineer.



10 PROPOSED MCLEOD PARK MOTOR HOME WASTEWATER DROP POINT

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with an update on the plans to relocate the motor caravan wastewater drop point from the Civic Centre to McLeod Park.

BACKGROUND

The motor caravan wastewater drop point has operated at the Civic Centre from 2001 and now needs to be relocated due to Council selling the Civic Centre and the site not being available to the public from August 2006. The New Zealand Motor Caravan Association approached Council in November 2005 to suggest that Council find a new site.

The New Zealand Motor Caravan Association's Annual Plan submission (2001) forms the primary basis for the commitment by Council for continuing support for this service. A large number of the Caravan Associations' members live within Waitakere City.

STRATEGIC CONTEXT

Council's objective is that Waitakere City is a centre of innovative management of the Three Waters which are water supply, wastewater and stormwater. Reducing the possibility of wastewater in the environment minimises aquatic risks, and is considered consistent with the strategic initiative of Strong Communities and Green Network platforms. Under these initiatives the Council aims to provide for public safety for people and a great place for children. One of the key objectives under these platforms is to make Waitakere a safe and interesting place to live.

Carrying out these works will ensure that the environmental impacts of visitors to Waitakere City are minimised and that the safety, hygiene and aesthetics of the facilities is improved. In addition, visitors from outside the area, and overseas tourists with campervans, will produce some economic benefit which is in keeping with Council's Strong Innovative Economy platform.

ISSUES

The Civic Centre drop point is currently available to the public on a 24 hour basis. According to the Caravan Association, the site has approximately 80 visits per week. Council has no records of its own on the usage of the current site but the site seems to be used infrequently. In addition, there is no history of any issues associated with operating this facility.

It is considered that the provision of a wastewater drop off point in the City promotes tourism in the City, and will prevent the illegal dumping of waste from motor homes and similar vehicles. The cost of providing and maintaining the facility is modest.

A number of sites were considered by the New Zealand Motor Caravan Association in conjunction with the Parks Department. It was the Association's preference to utilise the park at the end of McLeod Road due to its proximity to a regional arterial road, ease of movement and its central location. Other sites were discounted due to failure to meet these main requirements. The proposed motor park at the Tui Glen Reserve was considered as an option but was discounted due to the fact that the proposed motor park would not be accessible 24 hours and was only available to motor home club members.

A15-A18

EcoWater have since sought the consent of the Parks Department for use of an area at the park at the end of McLeod Road that is currently used as a wastewater pump station. As the pump station is soon to be decommissioned it can easily be converted to use as a wastewater drop point. In April 2006 the Parks Department approved the proposal and no further formal approval is required. The consent application which includes the details of the proposed wastewater drop point, including a location plan and construction details are provided at pages A15 to A18. It is intended to carry out the works later this year once the existing wastewater pump station has been decommissioned.

Maintenance of the site will be on a fortnightly basis and as required, which is consistent with the current maintenance programme.

RESOURCES

The cost of installing the drop point is estimated to be \$6,000.00 and can be included in the project costs of decommissioning the McLeod Road wastewater pump station provided for in the Annual Plan 2006/2007. The operating cost will be unchanged and is approximately \$50.00 a fortnight.

CONCLUSION

The relocation of the existing wastewater drop point is consistent with the commitment made to providing the New Zealand Motor Caravan Association with a suitable drop off point for wastewater from motor homes and meets strategic directives and community platforms.

RECOMMENDATION

That the Proposed McLeod Park Motor Home Wastewater Drop Point report be received.

Report prepared by: Wynton Smith, Water and Drainage Engineer, EcoWater.



11 YOUTH DEVELOPMENT FACILITY UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on the Henderson Youth Development Facility Project.

BACKGROUND

The Waitakere Youth Facility Concept Feasibility Study was undertaken in 2003 to assess the suitability of the West Wave Recreation Centre as a potential site for a purpose built Youth Facility, and was presented to the Projects Special Committee in October 2003 during a workshop held in conjunction with the regular committee meeting. The Committee passed the following resolution:

- “2 That a report be brought back to the Projects Special Committee outlining the next major phases for the development of the proposed Youth Facility.”

1997/2003

A report was brought back to the Projects Special Committee in June 2004 outlining proposed management, development options and other project information. The following resolutions were passed:

- “3. That the Youth Facility Development report not be considered until such time as a debrief is carried out with regard to the Trust Stadium mechanism including governance for implementing the Stadium, and also including consideration of private/ public partnerships and other possible options for location in Henderson and reporting back to the Projects Special Committee.”

890/2004

In September 2005 a workshop was held with Councillors to discuss the options for the provision of a Youth Facility. Officers investigated feedback from the workshop and presented it at the Projects Special Committee May 2005 meeting. The Committee resolved the following:

- “2. That the Projects Special Committee endorse the concept of retro-fitting the former Henderson Library space for a Youth Facility.
3. That the Projects Special Committee endorse the delivery model of a Council owned Youth Facility fitted out and managed by a service supplier.
4. That the Projects Special Committee recommend to the Long Term Council Community Plan and Annual Plan Special Committee that \$200,000 be allocated in 2006/2007 for modernising West Wave Recreation Centre.
5. That the Projects Special Committee recommend to the Long Term Council Community Plan and Annual Plan Special Committee that \$500,000 be allocated in 2009/2010 for renewal funding for West Wave Recreation Centre.
6. That the Projects Special Committee endorse the consequential relocation of Council's Information Management Project Team by January 2007 to allow a Youth Facility to be developed on the lower level of the former Henderson library site, and recommend to the Long Term Council Community Plan Special Committee that appropriate provision be made within the 2006-2016 Long Term Council Community Plan for relocation and operational costs.

7. *That the Projects Special Committee recommend to the Long Term Council Community Plan and Annual Plan Special Committee to advance \$250,000 allocated in 2008/2009, \$600,000 allocated in 2009/2010, \$500,000 allocated in 2013/2014 and \$500,000 from 2014/2015 to 2006/2007.*
8. *That the Projects Special Committee recommend to the Long Term Council Community Plan and Annual Plan Special Committee to advance \$50,000 from 2008/2009 to the 2007/2008 year for stage two of a Youth Facility.*
9. *That the Projects Special Committee recommend to the Long Term Council Community Plan and Annual Plan Special Committee that the operational costs for each year from 2007/2008 - 2015/2016 be brought forward one year and as a consequence an additional amount of \$150,000 be allocated into the 2015/2016 year."*

922/2006

At the Long Term Council Community Plan deliberations the Long Term Council Community Plan and Annual Plan Special Committee supported the recommendations of the Projects Special Committee.

STRATEGIC CONTEXT

Leisure facilities and activities contribute to the well being of the City's residents by providing recreation opportunities that promote health and social cohesion. Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided. Through adoption of First Call for Children, one of Council's five overarching priorities, Council has also stated its commitment to proactively supporting children, young people and their families in Waitakere City.

In the 2001 Henderson Workshop Concept Plan, the Kemp Economic and Employment Report identified the current Recreation Centre site as the appropriate place to develop a Youth Facility. This report was further expanded in 2002 to indicate the initiatives essential to make such a Facility function to meet the leisure and education aspects for youth. A Youth Facility and upgraded Recreation Centre will create a leisure precinct maximising synergies between the Aquatic Centre, the town centre and Unitec.

ISSUES

Location

Council officers have reviewed the research conducted on the Youth Facility feasibility study, while taking into account the feedback provided by the City Development and Projects Special Committees. At a workshop concern was expressed over the cost of a purpose built facility in Henderson (estimated to be around \$10 million). The purpose built facility was discussed and it was identified at the workshop, that it may be prudent to look at affordable opportunities that can be implemented within original funding envelopes.

There was also discussion around the lack of provision of facilities in Henderson, New Lynn and Westgate. There was strong support that over the next ten years Council needed to plan and commence implementation for the development of a number of Youth Facilities within the City.

An option that was not previously considered is the retro-fitting of the former Henderson library site and the upgrade of the existing Recreation Centre. In 2003 when the Waitakere Youth Facility Concept Feasibility study was commissioned the library was still located at Henderson.

Furthermore, Council support for demolishing the Recreation Centre and developing a purpose built Youth Facility in 2003/2004 centred around the majority of users relocating to the stadium. However, in reality this has not occurred. The two facilities are complementary and not in competition for the same market. Community groups have not relocated due to cost of hireage and in some cases the stadium not being a suitable alternative i.e. for socials on Saturday nights.

The Recreation Centre offers a lower cost alternative for community groups allowing the stadium to focus on sports delivery, events and commercial operation. The Recreation Centre is currently well utilised, particularly during the evenings and on Saturday nights. Usage of the Recreation Centre has increased in recent years with there currently being over 100,000 visitors annually. Displacing current community groups to build a purpose built facility is likely to cause major community angst.

The development of a Youth Facility in the former library space and the upgrading of the Recreation Centre will have greater benefits to both youth (the capacity to cater to a larger range of activities through connectivity) and the general community by creating a recreation precinct without major disruption or relocation of existing users, with viable relocation opportunities limited. The main dis-benefits arising relate to the space not being able to be applied for other vital operational uses, which will mean increased costs to Council in other operational area (e.g. the Information Management Project Team).

Renewal Funding of West Wave Recreation Centre

The Projects Special Committee were asked to consider the long term use of the Recreation Centre (approximately 20 years) while evaluating the various development options for a youth facility. At their May meeting the Projects Special Committee supported officer recommendations to retro fit the former Henderson Library space and the renewal of the recreation Centre. The Projects Special Committee recommend to the Long Term Council Community Plan Special Committee that \$500,000 be allocated in 2009/2010 to cover costs such as the replacement of the current timber floor, removal of the asbestos roofing and replacing the external cladding. In \$200,000 was allocated in 2006/2007 for renewal work.

Current Users of the Proposed Site

Corban Revell

The former Henderson Library building is a two storey 1960's building. The bottom floor area is 1300m². This is currently utilised by Council's Information Management Project Team and Corban Revell. Corban Revell currently lease the entire top floor of the building and 436m² of the lower level. Corban Revell's lease expires on 14 July 2007 or such time as the Waitakere Properties Limited commercial building located at Waitakere Central is completed (if they commit to moving to Waitakere Central, at this stage they have not entered into a formal legal agreement). The estimated completion date for the second commercial building is January 2008 (if everything remains on track).

Information Management Project Team

The Information Management Project Team moved into the space in April 2006. The decision to apply the space for this purpose was taken in mid-2005 on the basis of effective use of Council resources and prior to, the library site being identified as a desirable site for the Youth Facility. Asbestos removal work delayed full operational use. The space is being utilised as office space for the additional staff required for the Information Management Project Team, including most notably the pathways project implementation. Information Management's portion of the building is approximately 864m². Relocation of the Information Management Project Team will need to be considered in the Project Plan with sufficient notice being given for their relocation if Council approves the retro-fit Youth Facility concept being proposed. Any accommodation for the Information Management Project Team will need to be for 3-4 years, and could be leased. Information Management have advised that the relocation could require a one off cost of up to \$200,000 in order to connect any premises to Waitakere Central via a fibre optic cable (something already in place at the library) together with an ongoing operational costs of \$150,000 per annum (lease costs and additional telecom charges). The one-off cost could possibly be avoided if the premises rented was one to which Council already had a fibre optic connection with. At present these costs have not been provided for in the Long Term Council Community Plan 2006-2016, but can be added into the Annual Plan 2007/2008.

There is the potential to stage the Youth Facility. Developing the 864m² (occupied by Information Management) and the rejuvenation of the Recreation Centre to match development of the Youth Facility and Aquatic Centre would be stage one. Stage two would involve the development of the remaining approximate 436m² of the bottom floor when Corban Revell relocate. Staging the process would allow Council to measure the success of the first stage and have a better understanding of the needs for the second stage.

Delivery Model

Through a review of work carried out to date combined with the scale of the Project, officers consider that the Project does not warrant the use of a Trust as the preferred delivery model. It is considered that a more effective delivery model for community and Council outcomes is for the Project to be delivered by Council with a service delivery partner for the operational aspects.

Council does not need to access external funding for the capital development of the Project which is one of the key reasons Trusts are established. A change in ASB Trusts criteria may make Council's eligible for future funding (this is done on a case by case bases). By Council retaining ownership as opposed to a Trust, Council will have tighter controls over both the capital development and the operation of the facility. The overall capital Project costs would also be slightly reduced. Adding an additional layer of governance with a Trust would incur costs that Council would normally subsidise.

It is proposed that Council owns the facility. Council would be responsible for the retro-fitting of the library and the renewal of the Recreation Centre. At this stage preliminary investigations indicate the retro-fitting of the library part could be covered within the current budget allocated to the Project; however, funding for the rejuvenation and renewal work of the Recreation Centre would need to be obtained. Renewal work is likely to include structural work on the Recreation Centre. This would be put into the Long Term Council Community Plan for 2009/2010.

A service provider would be responsible for sourcing funds for the fit out. Council may part fund some of the fit out of specialist equipment however exact costs need to be determined. Using a service provider model would produce the same financial implications to Council as a Trust. However, it would ensure Council would maintain flexibility of control and would have a role in determining community needs. This eliminates potential concern by funding agencies previously expressed about the Trust model. Council's operational contribution would be the same in both scenarios. Currently \$150,000 has been budgeted for from 2008/2009 - 2015/2016.

This would eliminate previous problems Council has encountered with the Trust model. An appropriate service provider will have access to funding from funding agencies that Council is not eligible to apply for.

Project Governance

A Project Advisory Group has been established to provide advice and feed into the Project Control Group. The Project Advisory Group would be responsible for scoping what is expected of a supplier and who may be suitable suppliers for the Project. Once investigations have been carried out the Project Control Group will present the findings to Tenders Subcommittee.

Design Elements

The research conducted to date provides evidence that youth want a facility that has a strong music engineering focus. Below is a table some of the possible elements for inclusion for the retro-fit option. Because the space is not the same size (the original was based on 1600m² which included large courtyards and open spaces, whereas stage one space is 864m²) some components are not able to be included that were mentioned in the original design.

The potential design elements were presented to the Youth Council at their June meeting. Where the Youth Council supported the project and provided additional ideas.

Room	Suggested project size	Justification
Café	77m ²	
Storage room(s)	Size to be investigated	Storage at facilities is always an issue. Sound equipment is expensive and will need to be stored securely.
Toilets	Size to be investigated	Standard male/female toilets with disabled toilets will be required.
Reception area	Size to be investigated	A reception with clear sight lines will need to be part of the design.
Offices 2-3	No more than 2	By maintaining the Recreation Centre overflow demand for community/office space can be absorbed. It is proposed there is not community leases due to space requirements.
Meeting Room and backstage	30m ² stage and 71m ² for meeting rm	Room is dividable for separate use of a larger backstage room for concerts.
Meeting Rooms	1x 37m ²	Rehearsal rooms can also be used as meeting rooms. The Recreation Centre also has numerous meeting rooms available.
Health Provider Room		One meeting room should be set up for a health room (permanently leased), will need basin. Possibly part of stage 2

Room	Suggested project size	Justification
Performance area	200m ²	Original justification was "youth needed physical recreation space as well", however with the Recreation Centre next door the space could be reduced. Original plan was to cater for 700 at concerts suggest this is reduced to 400. Consideration to noise leakage needs to be taken into account and possibility of having two way opening stage with Recreation Centre for large concerts. Due to ceiling height basketball will not be able to be played.
Stage elevated (linked with rec Centre)		May not be possible due to structural wall
Dance and drama area	126m ²	Report suggests this is the smallest possible size. Stud height needs to be 6 metres which is not possible. Further investigation into whether 3m is suitable.
Art room with basins	No kiln, multifunction room that can be divided	Specialist art can take place at Corbans. Can also double as meeting rooms
Rehearsal rooms	Rm 1 = 18m ² Rm 2 = 24m ²	Can double as meeting rooms.
Large rehearsal/jamming room	61m ²	Needs to be soundproof Lockers for equipment Caters for 10 musicians Back up recording studio
Recording room	24m ²	Designed to accommodate 5 musicians.
Sound studio	30m ²	Visual into recording room
Multi-media studio	41m ²	Allows for possible hire for commercial training. Room needs to accommodate at least 14 work stations. Needs to be located away from other noisier parts of the centre.

These are to be evaluated individually rather than collectively.

Timeline

Preliminary work which needs to be confirmed by the Project Control Group would see it possible to commence the physical works of stage one in 2007.

Design Advisors

Allocation for design advisors will be carried out by the Project Control Group. The Project Control Group will follow the procurement process and once a concept design has been determined it will be presented to the Committee for comment.

RESOURCES

Not all of the funding allocated in the Long Term Council Community Plan 2006-2016 will be utilised for the development of the Henderson Youth Facility. The Long Term Council Community Plan and Annual Plan Special Committee approved funding being pulled forward to allow \$2,100,000 for the project in 2006/2007 and a further \$250,000 in 2007/2008. By advancing the funding the project will have a capital budget of \$2,545,000.

A sum of \$100,000 of the \$700,000 is allocated to future feasibility studies for youth facilities in New Lynn and Westgate will remain in 2009/2010.

Funding will also likely need to be provided for the relocation of the Information Management project office. Information Management have advised that the relocation could require a one off cost of up to \$200,000 in order to connect any premises to Waitakere Central via a fibre optic cable (something already in place at the library) together with an ongoing operational costs of \$150,000 per annum (lease costs and additional telecom charges). The one-off cost could possibly be avoided if the premises rented was one to which Council already had a fibre optic connection with. These costs have not been provided for in the 2006-2016 Long Term Council Community Plan, but can be added into the 2007/2008 Annual Plan.

\$200,000 has been allocated in 2006/2007 for rejuvenation work in the Recreation Centre with an additional \$500,000 allocated in 2009/2010 for renewal funding.

CONCLUSION

At a workshop concern was expressed over the cost of a purpose built facility in Henderson (estimated to be around \$10 million) and the lack of provision of facilities in New Lynn and Westgate. However, there was agreement that there was still a need for the provision of a Youth Facility. It was suggested officers investigate retro-fitting existing facilities.

Officers have investigated revitalising the Recreation Centre and retro-fitting the former Henderson Library space as a Youth Facility and believe it is a cost effective option. The former library space is currently utilised by Council's Information Management Project Team and Corban Revell. Officers proposed to the Projects Special Committee in May that Council finds alternative accommodation for the Information Management project office and develops the 864m² (occupied by Information Management) as stage one and stage two being the development of the remaining approximate 436m² of the bottom floor when Corban Revell relocate. Strong synergies with the Recreation Centre and West Wave Aquatic Centre will create a leisure precinct delivering greater community outcomes as well as providing for youth. Through the Long Term Council Community Plan 2006-2016 Council committed to the renewal of the Recreation Centre which had previously been placed on hold while a decision about the future of the Recreation Centre was ascertained. \$200,000 was allocated in 2006/2007 for modernising the Recreation Centre and \$500,000 in 2009/2010 for renewal funding.

There is currently \$6.44 million allocated in the Long Term Council Community Plan 2006-2016 for the development of youth facilities (\$100,000 is for future feasibility studies). The retro-fitting of the former Henderson Library into a youth facility is estimated to cost \$2,545,000. After reviewing various mechanisms for management and ownership it is proposed that the facility be owned by the Council and that a service provider is responsible for the fit out and operation of the facility.

The Project will form the basis for future developments in New Lynn and Westgate.

RECOMMENDATION

That the Youth Development Facility Update report be received.

Report prepared by: Clare Dwyer, Leisure Planner.



12 WAITAKERE CENTRAL - CAR PARKING

PURPOSE OF THE REPORT

The purpose of this report is to provide information about car parking around Waitakere Central within the context of overall parking at Henderson and travel demand management tools being implemented with Council staff.

BACKGROUND

In December 2002, Waitakere City Council formally resolved to relocate its Civic Centre to Henderson town centre, to, among other things, support passenger transport. The basis for this decision was a triple bottom line analysis which identified the positive impacts of the project in terms of supporting passenger transport. Once the decision was made to locate the Council on the Henderson Valley Road site adjacent to the rail station, linking the site to the town centre became of vital strategic and functional importance.

The resource consent relating to the Waitakere Central development allows for a 10% reduction in parking than would otherwise be required, due to Waitakere Central's central location and close proximity to passenger transport.

Resource consent condition 25(c) concerning parking in relation to the Waitakere Central development states:

25(c):

"On-street parking issues shall be monitored by the Council, registering complaints from residents. In the event that residents are unable to obtain adequate parking near their homes the Council shall investigate options for restricting on-street parking."

Resource consent condition 25(a) states:

"The proposed Business Travel Plan shall take into consideration and provide mitigation measures for parking accommodated within surrounding streets identified in condition 24. The Business Travel Plan shall be completed prior to occupation of the Civic Centre, and shall be monitored and reviewed within the first 12 months and then as part of the Council LTCCP."

A workplace travel plan is being implemented with staff to encourage sustainable means of transport to work. To date anecdotal evidence suggests significant uptake of passenger transport, carpooling and walking by staff that have moved to the new site. This will be monitored as part of the workplace travel plan.

A workshop to discuss rationing parking to support public transport and to consider alternative modes of access was held with the Henderson Community Board prior to their July meeting. Two key issues were discussed with the Board:

- The possibility of time restricted parking in side streets surrounding the town centre; and
- Parking in residential streets.

The Henderson Community Board has been requested to discuss these issues further and provide feedback, potentially through a workshop which will be arranged at the Board's convenience.

In the meantime, Council officers are continuing to progress investigations of related works including:

- potential methods to restrict the use of the park and ride to passenger transport users;
- methods of addressing unsafe and illegal parking, including parking restrictions such as marking adjacent to driveways. This will include consultation with affected residents.

The results of these investigations and any suggested changes will be reported to the Henderson Community Board.

STRATEGIC CONTEXT

The Council's Integrated Transport and Communication strategic platform includes an objective to *promote the use of sustainable transport options*.

The Council's Sustainable Energy and Clean Air strategic platform includes success measures of a) *"a decrease in greenhouse gas emissions per capita in Waitakere City"* and b) *"Waitakere City's uptake of sustainability initiatives is amongst the highest in the country."*

Parking management at Waitakere Central needs to be considered in the context of the goals for the Waitakere Central project, parking in Henderson, the Henderson town centre, and transport goals for Waitakere City.

The Henderson Town Centre Concept Plan was produced in 2001 to guide the future development of Henderson in a planned and co-ordinated way, furthering Council's key objectives in creating a sustainable city. Key principles in planning for Henderson are as follows:

- Encourage mixed use development and improve the quality of the built environment;
- Develop the streams and the green networks, and improve the leisure facilities;
- Improve passenger transport, road, cycling and walking linkages; and
- Encourage a range of economic activities to sustain a robust economy in an adaptable innovative and dynamic way.

The Henderson Town Centre Concept Plan identified the need to generate a 'movement economy' and that the location of car parking was a key method of ensuring pedestrian movement in and around the town centre. The practical implementation of such an approach is to ensure that longer stay/commuter car parking is located on the periphery of the town centre, and that centrally located car parking is targeted at shorter stay/shopper parkers.

The Council has established a market for paid parking in Henderson so that parking can be provided by the private or public sector. It will be difficult and expensive for the Council to provide further car parking in town centres as land availability is limited and the environmental, economic and urban design effects of taking up further land with car parking are significant.

ISSUES

The issues outlined in this report include:

1. Available parking at Waitakere Central.
2. Parking at surrounding areas.
3. Bus and rail services as alternatives.
4. Park and ride at Waitakere Central.

1. Available parking at Waitakere Central

A total of 246 car parks will be provided at Waitakere Central, including 14 permanent car parks on the Waitakere Properties Limited site. For a limited period of 6 to 12 months, a further 77 temporary car parks (50 spaces for staff parking) have been made available on the Waitakere Properties Limited site. For a period of up to 12 months, parking for approximately 150 cars will be made available at Corban Estate on a first in basis. These additional spaces have been secured in recognition that double tracking and increased rail services to Henderson will not be completed until around mid 2007. Further details on parking allocations at Waitakere Central were provided to the Henderson Community Board at their July meeting.

A Waitakere Central travel plan survey indicated that approximately 89% of Waitakere City staff (approximately 620) drove to work at Council's previous sites. Approximately 42% of staff will have access to the new site by bus or rail. The travel plan has been well received by staff and early indications are that there is a positive change in travel behaviour, including car pooling, use of passenger transport and other sustainable modes of travel to work. This is expected to grow in the future as improvements are made to passenger transport services to Waitakere Central. Nevertheless, it is likely that the majority of staff will seek to park off-site.

2. Parking at surrounding areas

Staff have been encouraged to be considerate in how they park and have been informed via the Econet and at travel plan staff forums that parking in the surrounding residential streets is not encouraged.

Recommended sites for staff parking off Waitakere Central include:

- 150 parks secured for staff at Corban Estate for up to 12 months;
- 50 parks at the Waitakere Properties Limited site for up to 12 months;
- Paid parking sites at Corban Hill (57), Alderman Drive (71) and Falls Park (132) car parks;
- Paid parking sites at the Trading Place parking building (209) available for public use. Parking is also available at this site for motorcycles.

A survey carried out by the Traffic Design Group (in a letter dated 1 March 2005) indicates 406 on-street parking spaces within approximately 400 metres of Waitakere Central, with a minimum of 297 spaces available at any one time. There is significant paid parking provided in the town centre.

Westfield provides four hour parking for shoppers at West City car park. Westfield is currently investigating introducing paid parking including shopper rebates. Council staff are being actively discouraged from inappropriate car parking including the use of parks designed for shoppers and illegal, dangerous and inconsiderate parking.

The Council's enforcement officers will be required to monitor parking around Waitakere Central. Local residents and businesses will be able to raise parking issues with enforcement officers or through the Council's Call Centre. The Council's enforcement officers generally do not ticket parking issues such as parking over driveways unless a complaint is laid or if it is a safety issue. This is because the offending vehicle often belongs to the related property.

3. Bus and Rail services as alternatives

A number of planned improvements to passenger transport are not yet completed. These include double tacking to Henderson and associated increased rail services and completion of the Henderson bus interchange and bus services review.

The Council is encouraging staff via the workplace travel plan to use bus and rail services. Over time it is expected that the uptake will increase.

4. Park and ride at Waitakere Central

Council officers are working with OnTrack and Auckland Regional Transport Authority over the provision of park and ride within the rail corridor to the south of the new Henderson rail station. The site will provide approximately 120 spaces.

Planning for park and rides in support of the rail corridor has occurred at a regional level. In general, park and rides are developed outside of major town centres. However, in the case of Henderson, a decision has been made to provide park and ride, given that access can be gained from Henderson Valley Road without the need for commuters to travel through the main town centre and that a suitable site existed within the rail corridor.

This park and ride site would not be available as additional parking for the Council staff. Enforcement at park and rides will be implemented to ensure that parking is only available for those using public transport. Experience at other park and ride sites throughout the City shows that most commuters arrive early and spaces are likely to be full prior to the majority of Council staff commencing work.

The site is currently being used by OnTrack for storage as part of Stage 2 double tracking and the Council will not gain access to the site until after the completion of Stage 2 double tracking in 2007.

The existing park and ride facility on Railside Avenue (about 60 spaces) is to remain and this will be upgraded, remarked and resurfaced. Similar enforcement will be required at this site.

RESOURCES

The following resources are required to address parking in relation to Waitakere Central:

- Monitoring and enforcement of parking restrictions on-site and in surrounding streets is ongoing.

CONCLUSION

There is potential demand for parking outside of the Waitakere Central development. The provision of parking at the Corban Estate site and the Waitakere Properties Limited site for up to 12 months will supplement the supply of parking in Henderson. The Waitakere Central travel plan is actively seeking alternative solutions to staff travelling to work by car. There will be a requirement to monitor any adverse parking effects on residential streets arising from the Waitakere Central development.

RECOMMENDATION

That the Waitakere Central - Car Parking report be received.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



13 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 Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
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

