

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 5 OCTOBER 2006, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 7 September 2006

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 7 September 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 PRESENTATIONS

A NEW ZEALAND POLICE

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.

B WAITAKERE ETHNIC BOARD

With the consent of the Chairman, the Waitakere Ethnic Board will give a brief overview around what the role of the Waitakere Ethnic Board is.



5 PUBLIC FORUM

Public Forum will take place at 7.00 pm.

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairman at the beginning of the meeting; and
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



6 CHAIRMAN'S REPORT

We are now only one year out from elections. The past two years have been busy and productive but we still have a great deal to complete in the remaining twelve months but I know we will continue to meet the challenges as a team.

Parking in Henderson Central Business District

I have met with Tony Miguel and he is going to conduct a survey of the area and retailers to ascertain the requirements of those who are affected most. We as a Board will then be able to implement decisions that we can justify based on facts.

Te Atatu Town Centre Project

This is now underway and a report will be presented to the Board in either November or December 2006.

Local Government New Zealand Roadshow

This meeting was held in Orewa and each Community Board was represented. The Boards presented a submission requesting that Community Boards be able to pay meeting fees in special cases. Our submission was that part of the Chairs salary included attendance at Annual Plan/Long Term Council Community Plan meetings and that where another member attended instead; there is no provision for that person to be paid. The suggestion was that part of the Chairs salary could be withheld and any members who attended these meetings would be paid from this sum, any remaining would be paid to the Chair at the end of each year.

The Council also presented a number of submissions which included one requesting that a Code of Conduct for Community Board members be compulsory

Te Atatu Peninsula Community House

The Annual General Meeting was held on Monday, 25 September 2006 with a comprehensive report being received from both the President and Co-ordinator.

Leo Nobilo was once again elected President. This Community House is a valuable asset to our community and I would suggest every member visit and find out the depth of programmes that are delivered.

Replacement of Sturges Road Bridge

This is a project that is going to have a huge impact on the daily lives of the residents who live in the area. The bridge will be totally demolished which means that the road could be closed for a significant time.

Carols in the Falls Park

I have been advised by Council that this will be held on Saturday, 23 December 2006 at 7:00 pm. I have asked Helen Jones to co-ordinate this on behalf of the Board and Helen will update you at our meeting

Tui Glen Reserve Resource Centre

On Saturday, 11 November 2006 at 10:00 am to 2:00 pm West Auckland District Council of Social Services along with the tenants of the current centre and other enthusiastic supporters are planning a Community Day out at Tui Glen to inform the public of the development and other activities happening there. This should be a wonderful day for the whole community.

Local Body Amalgamation

On Wednesday, 20 September 2006 our Council rejected any suggestion of local body amalgamation in the foreseeable future. The Council passed the following resolution.

"That Waitakere City Council express most strongly their opposition to any proposals for amalgamating Waitakere with other local authorities. To retain the sustainable and resilient nature of the Eco City, Waitakere needs to remain a city in its own right that works collaboratively with neighbouring local authorities in the Auckland Region."

1804/2006

You will all have received an invitation from Mike Lee the Auckland Regional Council Chairman to all Councillors and Community Board members to a forum on Local Government Reform to be held on Monday, 2 October 2006 from 1:00 pm to 3:00 pm at Mount Stadium. I hope as many members as possible will attend as this is the first time Community Board members have been invited to participate in a discussion on one of the most important issues affecting the future of our city.

Representational Review Hearings

The Commissioner Hearings were held on 19 September 2006 from 9.00am to 5.15pm. The speakers were outstanding and all gave excellent reasons why they were supporting their position. I spoke on the Henderson Community Board's submission. We expect the decision in about a month's time.

RECOMMENDATIONS

1. That the Chairman's report be received.
2. That Helen Jones co-ordinate the Carols in Falls Park concert.
3. That the Henderson Community Board support the resolution of Council opposing the Local Body Amalgamation.

Elizabeth Grimmer, MNZM



CHAIRMAN



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Vacant Premises - Shop 1, 601 Te Atatu Road (ex Compass Point Café) Officer's Report</p>	<p>Following a report to the Board in December 2005, when approval to execute a 3 year lease with right of renewal of 2 years was sought but declined, a request for proposal process was undertaken in March and April 2006, seeking tenants for the property through to 2008/2009, with the term of lease offered being restricted to provide for the proposed timing of the redevelopment of Te Atatu South Community Centre and Library in the 2008/2009 year. No proposals were received.</p> <p>Waitakere City Libraries have subsequently expressed an interest in using the premises for an extension of their existing Learning Centre which occupies the adjacent premises.</p> <p>Once an agreed proposal has been developed between Property Assets and Libraries a report will come to the Henderson Community Board for approval of the lease to Libraries, in line with the Board's delegation to approve leases on local reserves.</p>	<p>Andrew Crann ☎ 836 8000 Ext: 8735</p>
<p>Cranwell Park Car Park Upgrade Officer's Report</p>	<p>Design work has been completed on the resealing of the Cranwell Park car park. It is anticipated that this project will proceed as a variation to the Roding Maintenance Contract in October 2006, with an anticipated completion date in December 2006.</p>	<p>Andreas Lilley ☎ 836 8000 8735</p>
<p>Te Atatu Peninsula Walkway-Chapman Strand to Taipari Strand Officer's Report</p>	<p>The resource consent is currently being processed by the Auckland Regional Council and Waitakere City Council. All submissions were resolved without the need to attend a formal hearing.</p> <p>Detailed design will commence when resource consent is granted.</p>	<p>Debbie Chapman ☎ 836 8000 Ext: 8303</p>
<p>Tui Glen Stage 2 Development Officer's Report</p>	<p>There have been further delays in sealing the Tui Glen car park due to the poor test results on the chip seal surface in the car park.</p> <p>Sealing has been completed along the access way up to the car park entrance. The completion of the contract works are now on hold until ground conditions improve. The planting and boardwalk structures have been also been completed.</p>	<p>Grant Jennings ☎ 836 8000 Ext: 8537</p>

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	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Parking Issues Outside 382-386 Te Atatu Road	4 May 2006 Resolution No. 785/2006	7 December 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
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
Traffic Congestion at the Intersection of Smythe and Henderson Valley Roads	6 July 2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Traffic Congestion at the Intersection of Keeling and Henderson Valley Roads	6 July 2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Speeding Traffic on Newington Road	6 July 2006 Public Forum Resolution No. 1328/2006	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Mobility Car Parks Around the City particularly outside Waitakere Central Library, Waitakere Lane and behind the BNZ Building, Henderson	6 July 2006 Public Forum	7 December 2006	Paul Schischka  836 8000 Ext: 8742

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Request for an Island Pedestrian Crossing on Great North Road, outside the Palmers Garden Centre, opposite the Waikumete Cemetery	3 August 2006 Public Forum Resolution No. 1497/2006	7 December 2006	Paul Schischka  836 8000 Ext: 8742
Cracked Footpaths on the Corner of Seymour and Sunnyvale Roads	3 August 2006 Public Forum Resolution No. 1497/2006	2 November 2006	Brent Piggott  836 8000 Ext: 8716

RECOMMENDATION

That the Committee Secretary's Report for 5 October 2006 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 PROPOSED PEDESTRIAN REFUGE ISLAND AND RELATED PARKING RESTRICTIONS ON SEL PEACOCK DRIVE, HENDERSON

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's support for the installation of a pedestrian refuge island and associated 'No Stopping At All Times' controls at 13 Sel Peacock Drive, Henderson.

BACKGROUND

The residents of 'Waitakere Gardens' in Sel Peacock Drive have requested the Council install a pedestrian refuge island in the vicinity of the Waitakere Gardens at 15-17, Sel Peacock Drive and newly opened shopping complex at 14 Sel Peacock Drive to assist pedestrians to cross the road safely.

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.

A pedestrian refuge island provides a safe place for pedestrians to cross the road. '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

Sel Peacock Drive is a regional arterial route with a traffic volume of approximately 12,000 vehicles per day. The residents of "Waitakere Gardens" who requested the pedestrian refuge island go to the shopping complex at 14 Sel Peacock Drive and are very concerned about crossing Sel Peacock Drive to get to/from the Shopping Complex.

A1-A2

It is proposed to install a pedestrian refuge island within the existing flush median at 14 Sel Peacock Road to provide a safer location for pedestrians to cross the road. 'No Stopping At All Times' controls are recommended on both sides of the refuge island to maintain clear visibility for pedestrians crossing the road and also to ensure clearance for through traffic. A plan showing the location of the Refuge Island and 'No Stopping At All Times' controls is shown as attachment A1. The detailed drawing of the refuge island is shown as attachment A2.

Decision-making Process

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

RESOURCES

The proposed pedestrian refuge island and 'No Stopping At All Times' controls can be funded from the Annual Plan 2006/2007 budget for Walk Strategy Works - Pedestrian Islands.

CONCLUSION

The proposed pedestrian refuge island and 'No Stopping At All Times' controls in Sel Peacock Drive are recommended for construction based on a safety perspective for pedestrians crossing the road. Funding can be allocated for this project from the 2006/2007 Walk Strategy Works - Pedestrian Islands budget.

RECOMMENDATIONS

1. That the Proposed Pedestrian Refuge Island and Related Parking Restrictions in Sel Peacock Drive, Henderson report be received.
2. That the Henderson Community Board supports the installation of a pedestrian refuge island at **13 SEL PEACOCK DRIVE, HENDERSON.**
3. That in relation to **SEL PEACOCK DRIVE, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SEL PEACOCK DRIVE, HENDERSON** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **SEL PEACOCK DRIVE, HENDERSON**, a start point of 41 metres east of the driveway of **14 SEL PEACOCK DRIVE, HENDERSON** to an end point 21 metres further east, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.

- (ii) on the south kerb line of **SEL PEACOCK DRIVE, HENDERSON**, a start point at the east side of the driveway of **13 SEL PEACOCK DRIVE, HENDERSON** to an end point 31 metres further east, a 'NO STOPPING AT ALL TIMES' parking control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices - 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: Sreekanth Vidhyadharan, Transport Engineer.



9 **MONTEL AVENUE, HENDERSON - CHANGE TO PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for changes to an existing parking restriction in Montel Avenue, Henderson.

BACKGROUND

Montel Avenue is a short cul de sac off Great North Road located on the periphery of the Henderson Town Centre providing access to a number of business properties as well as Henderson Primary School and a privately owned pre-school.

To assist children from Henderson South Primary School to cross Montel Avenue safely a pedestrian facility comprising kerb projection islands has been installed near the north end of Montel Avenue outside the Henderson Medical Centre. A 'No Stopping, 8am to 9am and 2pm to 4pm, Monday to Friday' parking restriction has been placed on both sides of Montel Avenue close to this facility. This restriction is intended to prevent vehicles from being parked close to the pedestrian facility in a position that would obstruct sight lines between pedestrians and moving traffic.

A3 The existing parking restrictions in Montel Avenue are shown in attached at page A3.

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

On the east side of Montel Avenue there is a vehicle crossing providing access to the Henderson Medical Centre car park which is located adjacent to the north side of the pedestrian crossing facility.

On the north side of this vehicle crossing there is a 9 metre length of 'No Stopping, 8am to 10am and 2pm to 4pm, Monday to Friday' parking restriction. 9 metres is insufficient to allow parallel parking for two normal sized passenger cars, but is significantly more than is required to park a single vehicle. This configuration can result in some drivers overhanging one end of the parking restriction when attempting to park a second vehicle. This results in their vehicle either overhanging the medical centre vehicle crossing or the 'No Stopping at All Times' restriction closest to Great North Road.

To discourage drivers from attempting to park more than one vehicle in a space only sufficient for a single vehicle it is proposed that the length of the parking restriction be reduced from 9 metres to 6 metres by relocating the north end of the parking restriction 3 metres south. The existing 'No Stopping at All Times' parking restriction adjacent to the change would be extended a further 3 metres south to cover the area effected.

A consultation letter outlining the proposed change has been sent to nearby property occupants. This letter originally contained a proposal to install 'No Stopping at All Times' restrictions adjacent to both sides of the 'exit' vehicle crossing from the Henderson Medical Centre. A representative of the medical centre replied to the letter stating that they intend to reconfigure their parking area and vehicle crossing in the near future and requested that Council defer any changes around the 'exit' vehicle crossing until these changes had been carried out. The proposed changes in this report have been modified to take account of this information.

A3

The proposed parking restriction change is shown at page A3.

Decision-making Process

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

RESOURCES

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

CONCLUSION

The proposed change to a parking restriction in Montel Avenue, Henderson is recommended to discourage drivers from parking over a vehicle crossing or a 'no stopping at all times' parking restriction.

RECOMMENDATIONS

1. That the Montel Avenue, Henderson - Change to Parking Restriction report be received.
2. That in relation to **MONTEL AVENUE, HENDERSON**:
 - (a) That all existing parking restrictions or limitations currently applicable to **MONTEL 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 now be resolved to be specified and imposed, namely,
- (i) on the east kerb line of **MONTEL AVENUE** starting from the point where the kerb line meets the south kerb line of **GREAT NORTH ROAD** and extending to a point a further 16 metres south a new **NO STOPPING AT ALL TIME** control be put in place.
 - (ii) on the east kerb line of **MONTEL AVENUE** starting a point 16 metres south of the point where the kerb line meets the south kerb line of **GREAT NORTH ROAD** and extending to a point a further 14 metres south a new **NO STOPPING BETWEEN THE HOURS OF 9AM to 9AM AND 2PM to 4PM MONDAY TO FRIDAY ONLY** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



10 BEAZLEY PLACE AND BARRYS ROAD, HENDERSON - INSTALLATION OF NEW NO STOPPING CONTROLS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for installation of two new 'No Stopping' controls on the north side of Beazley Place from property number 1 to 14 and at Barrys Road where it intersects with Beazley Place.

BACKGROUND

A resident of Beazley Place has recently contacted Council requesting that Council consider installing a 'No Stopping' control in Beazley Place. The resident is concerned that vehicles are constantly parked on both sides of the road and cause safety hazards to the flow of traffic.

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 width of Beazley Place is 5.6 metres from kerb to kerb. When vehicles are parked on both sides of the road, the remaining clear carriageway is not sufficient for a vehicle to pass freely. Parking spaces on one side of the road have to be removed to ensure that the carriageway will not be blocked. A Council officer has surveyed the whole area and based on the outcome of the survey, it is recommended to remove the parking spaces on the north side of the road and at the cul-de-sac head. Parking spaces on the south side of the road will be retained due to this side of the road being able to accommodate a larger number of parking spaces without obstructing local residents from manoeuvring vehicles in and out of their driveways.

During the site visit conducted by a Council officer, vehicles were observed parking in Barrys Road right next to the intersection with Beazley Place. The Traffic Regulations 1976 prohibit vehicles from parking within 6 metres of an intersection. Installing a 'No Stopping' line in this location would discourage drivers from parking over the above location.

The occupants of nearby properties were consulted regarding the proposed changes by letter. Two favourable replies were received. One reply was received from the resident of 1 Beazley Place. This resident also requested that Council prohibit parking opposite her vehicle crossing as she had difficulties in manoeuvring out of her property when vehicles were parked on the opposite side of the road.

A check of the available manoeuvring room around the vehicle crossing has been made using the recommended turning circle for passenger cars included in Council's Code of Practice. This check showed that there is sufficient room to reverse a passenger car out of the vehicle crossing of 1 Beazley Place even when a vehicle is parked on the opposite side of the road. The recommendations of this report do not include a parking restriction opposite 1 Beazley Place.

A4 The locations of the proposed new markings are shown on the aerial photograph at page A4.

Decision-making Process

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

RESOURCES

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

CONCLUSION

The proposed installation of 'No Stopping' lines in Beazley Place and Barrys Road are recommended to ensure the vehicle crossings of residential properties are not obstructed by parked vehicles.

RECOMMENDATIONS

1. That the Beazley Place and Barrys Road, Henderson – Installation of New No Stopping Controls report be received.
2. That in relation to **BEAZLEY PLACE AND BARRYS ROAD, HENDERSON:**
 - a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **BEAZLEY PLACE** starting from the point where it intersects with **BARRYS ROAD** along the kerb line to the south edge of the vehicle crossing of 14 **BEAZLEY PLACE** a new **NO STOPPING AT ALL TIME** control be put in place.
 - (ii) on the west kerb line of **BARRYS ROAD** starting from the point where it intersects with **BEAZLEY PLACE** and extending to a point 6 meters further north along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



11 HEPBURN ROAD, GLENDENE - CHANGE TO BUS STOP LOCATIONS

PURPOSE OF THE REPORT

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

BACKGROUND

A local resident, via a Member of the Henderson Community Board, has raised concerns regarding the placement of an existing bus stop in Hepburn Road, Glendene and has requested that Council consider relocating this bus stop.

STRATEGIC CONTEXT

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

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

There is an existing bus stop placed on the northwest side of Hepburn Road at the intersection with Culperry Road. When a bus is stationary at this stop and there is also a vehicle on the same side of the road stopped near the centre line waiting to turn right into Culperry Road, there is insufficient remaining carriageway width to allow a traffic lane between these two vehicles and Hepburn Road is effectively blocked in one direction.

Buses stopped in the intersection also have the potential to restrict the ability of some larger vehicles to turn safely at the intersection. To ensure the free flow of traffic and road user safety in this location it is desirable that this bus stop is moved away from the intersection.

The bus stops in Hepburn Road adjacent to the stop at the intersection of Hepburn Road and Culperry Road are located at numbers 108 and 158 Hepburn Road. There is also a stop at 170 Hepburn Road. When placing bus stops Council normally endeavours to maintain 400 metre spacing between stops.

It is proposed that the stop at the intersection of Hepburn Road and Culperry Road and outside number 158 Hepburn Road be disestablished and replaced with a single new stop outside number 142 Hepburn Road. This would result in a spacing of approximately 325 metres between the new stops and the adjacent stops on each side at number 108 and 170 Hepburn Road.

Consultation letters outlining the proposed change have been sent to occupants of nearby properties, the Auckland Regional Transport Authority and operators of bus services operating Hepburn Road. No replies were received.

A5 The proposed bus stop location change is attached at page A5.

Decision-making Process

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

RESOURCES

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

CONCLUSION

The proposed change to bus stop locations in Hepburn Road, Glendene is recommended to provide better spacing between bus stops in the road and eliminate the possibility of the Hepburn Road near the intersection with Culperry Road becoming blocked in one direction when a bus is present at the nearby bus stop.

RECOMMENDATIONS

1. That the Hepburn Road, Glendene - Change to Bus Stop Locations report be received.
2. That in relation to **HEPBURN ROAD, GLENDENE:**

- (a) That all existing parking restrictions or limitations currently applicable to **HEPBURN ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
- (i) the existing **BUS STOP** located outside **108 HEPBURN ROAD** be disestablished.
 - (ii) the existing **BUS STOP** located outside **185 HEPBURN ROAD** be disestablished.
 - (iii) on the northwest kerb line of **HEPBURN ROAD** starting from a point 120 metres southwest of the point where the kerb line meets the northeast kerb line of **JULIAN WAY** and extending to a point a further 18 metres southwest along the kerb line a new **BUS STOP** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said bus stop controls.

Report prepared by: Paul Schischka, Transport Engineer.



12 EDSEL STREET, HENDERSON - CHANGE TO BUS STOP MARKING

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to shorten a bus stop marking in Edsel Street, Henderson Town Centre.

BACKGROUND

A member of the public contacted Council with concerns regarding the bus stop located on the north side of Edsel Street between the intersection with Vitasovich Avenue and Catherine Street. This stop is located immediately adjacent to a vehicle crossing providing an exit from the Westcity Mall. The member of the public is concerned that when a bus is present at the bus stop it limits sight lines between drivers exiting the mall parking area and moving traffic on Edsel Street.

STRATEGIC CONTEXT

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

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

The existing bus stop located on the north side of Edsel Street between the intersection with Vitasovich Avenue and Catherine Street is 23 metres long. This is not sufficient to provide space for two buses to stop at once but is much more than is required for a single bus.

The stop is currently only used infrequently for loading and unloading of passengers and is instead used primarily as a 'positioning' stop for buses waiting to move on to other stops within the town centre.

It is proposed that the bus stop be shortened by moving its east end away from the vehicle crossing by 9 metres. This will allow better driver sight lines from the mall parking area when a bus is present but would still allow sufficient room for a bus to stop.

Alternative bus stop locations have been sought for this stop, however there are no locations on Edsel Street that are clear of intersections and vehicle crossings which will not cause a blockage to a traffic lane if a bus was stopped in them.

The Westcity Mall operators, Auckland Regional Transport Authority and bus service operators have been consulted regarding the proposed change. One reply was received from Stagecoach stating that they had no objection to the change.

A6

The location of the proposed parking restriction change is indicated at page A6.

Decision-making Process

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

RESOURCES

The proposed new road markings and signs can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed alteration to a bus stop marking in Edsel Street, Henderson is recommended to better provide for road user safety.

RECOMMENDATIONS

1. That the Edsel Street, Henderson - Change to Bus Stop Marking report be received.
2. That in relation to **EDSEL STREET, HENDERSON:**

- (a) That all existing parking restrictions or limitations currently applicable to **EDSEL STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **EDSEL STREET** from a point 73 metres west of **VITASOVICH AVENUE** to a point 9 metres further west a new **NO STOPPING AT ALL TIMES** parking restriction be imposed.
 - (ii) on the north kerb line of **EDSEL STREET** from a point 82 metres west of **VITASOVICH AVENUE** to a point 14 metres further west a new **BUS STOP** parking restriction be imposed.
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 bus stop controls.

Report prepared by: Paul Schischka, Transport Engineer.



13 TE ATATU PENINSULA WALKWAY - CHAPMAN STRAND TO TAIPARI STRAND

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board with the progress of the Te Atatu Peninsula Walkway Development - Chapman Strand to Taipari Strand project.

BACKGROUND

This development of Te Atatu Peninsula Walkway forms part of Council's provision of high quality leisure routes throughout the city as provided for in the 2006-2016 Long Term Council Community Plan. A continuous walkway around Te Atatu Peninsula is identified as a benefit to the community for both recreation and environmental education.

The Chapman Strand to Taipari Strand section of Te Atatu Peninsula Walkway is currently under design. This section of the walkway will enable users to walk from the motorway end of Harbourview Reserve all the way around the coast to Matipo Road. Consultation regarding the concept design was undertaken with neighbouring property owners and the local community from 2002 to 2004.

The detailed design plan for Te Atatu Peninsula Walkway from Chapman Strand to Taipari Strand was presented to Henderson Community Board at the September 2004 meeting. The Henderson Community Board resolved the following:

“That the developed design plan for Te Atatu Peninsula Walkway from Chapman Strand to Taipari Strand be approved.”

1688/2004

Further development of the detailed design and resource consent applications with Waitakere City Council and Auckland Regional Council has occurred during 2006.

STRATEGIC CONTEXT

Waitakere City Council’s “Green Network” platform provides the strategic context for this report. The platform is about caring for natural areas. The city’s parks, bush and streams form a “Green Network” that provides homes and “highways” for wildlife and recreational areas for people. Protection of landscapes, native plants, wildlife and ecosystems is encouraged, while providing friendly green areas throughout the city.

ISSUES

Resource consent applications to Council and Auckland Regional Council were lodged earlier this year following further development of the detailed design and specialist investigations.

Joint notified resource consent was undertaken for the project and resulted in 16 submissions, 12 in support of the project and 4 in opposition to the project.

Council has met with all submitters in opposition to the project and negotiated a small change in the walkway to resolve any outstanding issues. The section behind 27 and 29 Tawa Road will now be boardwalk instead of a benched path. This will have further benefits with greater access to the foreshore and view of the coastline. There will also be a reduced cost without the need to ramp the path. This has enabled the project to proceed to approved consent without the need to attend a formal hearing.

Following the approval of resource consent, further detailed design will need to be undertaken to apply for building consent before proceeding to tender for construction of the walkway. Construction is planned for 2008/2009 and 2009/2010 financial years. The construction needs to be staged over two years due to the large scope of the project and restrictions on construction times for shag breeding seasons.

Decision-making Process

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

RESOURCES

Funding of \$58,000 has been allocated through the Long Term Council Community Plan for 2006/2007 and 2007/2008 to continue with the detailed design, obtaining of building consent and preparation of tender documents for construction. Construction is planned to begin in 2008/2009 financial year.

CONCLUSION

Resource consent has been granted through both Waitakere City Council and Auckland Regional Council without the need to attend a formal hearing. Further development of the detailed design will continue through 2006/2007 to obtain building consent.

RECOMMENDATION

That Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand report be received.

Report prepared by: Debbie Chapman, Parks Project Development Officer.



14 2006-2016 HENDERSON WARD FOOTPATHS AND SLOW STREETS PRIORITY LISTS

PURPOSE OF THE REPORT

The purpose of this report is to enable the Henderson Community Board to recommend priorities for footpaths construction and slow streets projects to the Finance and Operational Committee.

BACKGROUND

The Transport Strategy Programme within the Long Term Council Community Plan 2006-2016 provides funding for construction of new footpaths and slow streets projects.

In July and August 2006 Members of each Community Board had a site tour within their ward accompanied by a representative from Transport Assets to review and establish priorities for construction of footpath sites and slow street projects. This was necessary to then balance each ward's priorities against Citywide needs and the outcomes sought in a ten years priority list for Council's Transport Strategy Programme.

STRATEGIC CONTEXT

The provision of footpaths and slow street projects contributes to the following strategic objectives:

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

ISSUES

A7-A8

Draft lists of projects were submitted to the Henderson Board at its meeting on 6 July 2006. These lists were reviewed during a ward tour. A citywide list is attached at pages A7 to A8.

Based on these lists the work programme for the Henderson Ward is as set out in the tables below:

Footpath Construction Programme

Year	Location	Length	Cost
2006/2007	Vitasovich Ave (Briscoes Building will be done by the Developer)	87m	\$0.00
	Gloria Ave (Roundabout to Te Atatu Rd)	13m	\$5,000
2007/2008	Hepburn Rd (PPTY 251 to PPTY 261)	225m	\$90,000
2008/2009	Henderson Valley Rd (PPTY 78 to Corban Ave)	340m	\$136,000
Total			\$231,000

Slow Street Programme

Year	Location	Cost
2006/2007	Nil	\$0
2007/2008	Waitaki Street	\$50,000
	Neil Avenue	\$15,000
2008/2009	Addison Avenue	\$8,000
Total		\$73,000

Any works that can not be completed due to funding constraints would be prioritised for subsequent Annual Plans and considered by the Community Board in November 2006 for input to the 2007-2008 Annual Plan and the draft 2009/2019 Long Term Council Community Plan.

LOCAL GOVERNMENT ACT 2002: SECTION 77

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

RESOURCES

Funding of \$500,000 has been provided in the Annual Plan 2006/2007 for footpath construction, and \$100,000 for slow streets. Additional funding of \$150,000 has been provided for Vodanovich Road.

The funding for these two categories has been also approved in the Long Term Council Community Plan 2006-2016 for the next ten year programme.

CONCLUSION

The consultative process with the Community Board has determined a prioritised list of footpath construction and slow streets projects for consideration by the Finance and Operational Performance Committee. The number of sites to be implemented each financial year will be in accordance with the budgets approved in the Long Term Council Community Plan 2006-2016 for each year.

RECOMMENDATIONS

1. That the 2006-2016 Henderson Ward Footpaths and Slow Streets Priority Lists report be received.
2. That the lists of priorities for footpaths and slow streets projects as set out in this report be submitted to the Finance and Operational Performance Committee for its consideration.

Report prepared by: Hussam Abdul-Rassol, Transport Planning & Design Manager:
Transport Assets.



15 TOWN CENTRE STRATEGIC PARTNERSHIP PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to present an outline of the proposed Town Centre Strategic Partnership Programme and seek the Henderson Community Board's endorsement for the proposed implementation of this programme.

BACKGROUND

The focus of the Council in recent years has been on (doing things) initiating catalytic projects within the town centres. This has seen the construction of several significant projects that are both civic and commercial in nature.

As a counterbalance to this top down process there is the need for grassroots action in order to develop successful centres. In particular, to gain leverage from Council's investment in the town centres, the private sector needs to take ownership of the strategic direction for the centre and its implementation. A comprehensive revitalisation process can be used to gain this leverage.

Revitalisation Processes

Revitalisation programmes have evolved over time and in different settings:

- The Mainstreet Programme had its beginnings in the changing social and economic environment in small town America in the 50s and 60s. More families had cars, and so mobility increased, and to service these more mobile shoppers, large format retail such as supermarkets, cinemas and hardware stores were built out of town on highways serviced by large car parks, which had a negative impact on the traditional strip shopping streets in the town centre. And then of course, shopping malls were born. Internal-looking shopping malls have a negative impact on the street environment. As a result, traditional town centre businesses lost their customers to these new-format shopping magnets. They lost vitality, business activity, and became unsafe. Enter onto the world stage the first Mainstreet Programmes!

- A Mainstreet Programme is a partnership between local government, the businesses, and the community at large. This includes residents, community and cultural groups, educational institutions, churches, non-government organisations and social services.

The programme is based on four main precepts:

- Organisation: getting started, bringing business and community representatives together to make things happen;
 - Design: co-ordinating physical improvements to enhance the image of the town centre and promote what it has to offer. This includes Heritage conservation, capitalising on the heritage significance of the town centre and using it as a means of establishing an identity;
 - Business development: strengthening existing business and creating new opportunities for growth; and
 - Promotion: marketing the town centre through special events and retail promotions.
- The Business Improvement District programme originated later as an expansion of the Mainstreet programme to allow large urban districts in large cities to access the same results: increased social capital, rekindled entrepreneurship, downtown co-operation, and civic involvement.
 - New processes such as Place Management utilise precepts similar to the Mainstreet programme structure.

New Zealand picked up these processes in the early 90's, and variations on these programmes have been established in New Zealand through a direct funding injection by the Local Authority. Many are then maintained through separate rating.

From simple beginnings in small towns across the country, Manukau City and Auckland City now run comprehensive Council-supported programmes for their urban and suburban town centres.

A9 A short summary of the Manukau City and Auckland City programmes is included at page A9.

STRATEGIC CONTEXT

The establishment of this programme has a strong fit with the Council's strategic platforms. The linkages with the key platforms are outlined as follows:

- **Urban and Rural Villages**

The Council alone is not responsible for the delivery of vibrant and thriving town centres. This programme involves working with all the town centre stakeholders to harness their contributions towards achieving this strategic platform.

- **Integrated Transport and Communication**

It is important to engender support amongst town centre stakeholders for public transport. An understanding of the Council's sustainable transport policies, and how these might be achieved, will be embedded with the stakeholders and can flow on to their business practices.

- **Strong Innovative Economy**

Through support for strong business associations and active stakeholder participation in addressing local issues in partnership with Council, there will be the flow-on effects of a strengthened local economy and job creation.

- **Strong Communities**

There are several benefits from increasing the ability of stakeholders in town centres to work collaboratively amongst themselves on local issues such as safety and accessibility, and to work co-operatively with the Council on town centre projects.

- **Active Democracy**

By creating a mutually beneficial partnership the door is opened to enhance civic participation, improved communication, and stakeholder willingness to get involved.

- **Green Network**

“Greening” Waitakere’s town centres is an objective of this project, to be implemented in business plans as the process evolves.

In addition to working across the above strategic platforms this programme will also facilitate the implementation of several of the Council’s key strategies including:

- Town Centre strategy;
- Growth Management strategy;
- Transport strategy;
- Social infrastructure; and
- Economic Development strategy.

This programme is an integral part of the Council’s strategic town centre planning. It has been identified in the Long Term Council Community Plan 2006-2016.

This programme will act as a co-ordinating mechanism to pull together various work programmes across the Council. In particular the programme will work closely with the Strategy Unit and sit alongside Strategic Projects’ support for business growth in Waitakere, and Enterprise Waitakere’s work on business performance improvement, enhancement, retention and recruitment.

The suggested name for the process is Town Centre Strategic Partnerships Programme.

ISSUES

The Town Centre Strategic Partnership Programme aims to establish a mutually beneficial partnership structure in Waitakere between the local authority and stakeholders in each town centre.

In looking at the various models for engagement it is important to build in a local response to the specific needs of each town centre. The proposed partnership structure will be modelled on existing world-wide examples (Mainstreets, Business Improvement Districts, and Place Management principles). Current global trends confirm that such partnerships with common goals lead to improved quadruple bottom line results for all participants.

This process is to be applied over time to all Waitakere town centres ranging from the large centres right through to small villages and strip-shopping precincts.

This would be linked to a programme of strategic planning for each of the City’s town centres as identified in the Growth Management Strategy.

Part One - Each partnership will be comprised of:

- Waitakere City Council, which provides resources in the form of seed funding, and officer time to facilitate the process through community networking and public meetings to empower town centre stakeholders to enter the partnership; and

- A legal entity within each town centre made up of business and community representatives. (Some town centres have existing business or traders association such as the Henderson Business Network Inc. The process will be initiated with their members.) An incorporated body is suggested as being necessary to demonstrate a level of commitment from the stakeholders that would make the implementation of the programme viable. Establishment of such a legal entity followed by a formal request to this Council to participate in the programme would constitute eligibility for the above resources;
- To maintain accountability, an appropriate agreement will be signed by both parties.

Part Two - The following steps are suggested for implementation:

- A strategic framework is prepared for endorsement;
- Town centre stakeholders are introduced the concept. Staff facilitate the process by which each town centre project progresses, which will vary according to the individual needs of each town centre. The town centre stakeholders will:
 - form a working group;
 - as their first task, establish a collaborative organisation (incorporated society with specific constitution), supported by the majority of stakeholders in their town centre;
 - make a formal request to the Council to participate in the programme;
 - be eligible for seed funding.
- Seed funding is provided for town centres once they achieve these organisational requirements. It will be used in a number of ways to create a vision for their town:
 - To write and adopt strategic / business plans;
 - To appoint a town centre co-ordinator.
- The seed funding is only intended to provide a foundation, and to scope a plan which the incorporated stakeholder group can work from. It is clearly recognised that it is not sustainable for this Council to be the only funding source for the ongoing implementation of the programme. It is intended that once a town centre has achieved this first stage, work would commence on striking a separate rate that would fund the ongoing tasks identified by the incorporated stakeholder group.
- Once agreement is reached about the separate rate (according the processes set out under the Local Government Act 2002), the Council strikes the rate for that town centre:
 - The town centre is then eligible to utilise and account for the proceeds of the separate rate according to their business plan. The Council would retain a financial management role over the funds.
- Council staff will continue to work alongside the Town Centre Strategic Partnership Programmes:
 - Monitoring, reviewing and evaluating to ensure that each Town Centre Strategic Partnership Programme achieves its goals on an ongoing basis.
 - Integration with other Council strategic work is achieved through the consistent communication and sharing of information within the partnership.
 - Leverage on the Council's investment in the town centres is achieved.

Part Three - Implementing this process will:

- Increase social capital in the City by:
 - Empowering stakeholders within the town centres to take responsibility for their own physical, social, financial, and community environment;
 - Heightening community awareness and loyalty to their local town centre (e.g. shopping locally, heritage preservation, arts, use of civic space, attendance at events, promotional activity);

- Increasing visitor numbers (both pedestrians and vehicle traffic);
- Creating a more desirable environment for existing businesses, and for attracting intending businesses; and
- Increasing the multi-functionality of town centres.
- Improve town centre performance overall in order to increase its contribution to the City in terms of:
 - Increasing retail sales;
 - Increasing employment numbers;
 - Reduced building and site vacancies; and
 - Producing a more consistent rates return.

The proposed programme is designed to deliver these benefits.

Part Four - Stakeholder Engagement

To maximise the benefits from this programme it will be necessary to get engagement from a wide range of stakeholders. It is intended that the following groups would be approached to be involved in the programme:

- Traders;
- Property Owners;
- Developers;
- Police;
- Schools;
- Community representatives;
- Councillor representatives;
- Community Board representatives;
- Government Agencies.

(This list is not intended to be exhaustive)

This proposal is presented with due consideration to the social, economic, environmental and cultural well being of Waitakere City, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an enhancement on all four levels of the town centres of Waitakere.

RESOURCES

It is anticipated that two Town Centre Strategic Partnership Programmes would be initiated in the each of the first two years of the process. There are officer and budget resources assigned to establish this programme within the City Development section for years one and two.

The process in Henderson will be initiated within the first two years. The City Development Committee has endorsed this process and has appointed Councillor Corban to represent Henderson. A Community Board representative is now being sought for Henderson.

If the programme succeeds and flourishes, as is the experience of other Councils, then additional resources would need to be considered in future Long Term Council Community processes before the programme could be expanded.

Within the existing City Development section budget, \$10,000 per project is available to seed fund two projects in each of the first two years (four projects in total).

CONCLUSION

The need for Town Centre Strategic Partnership Programmes has been clearly recognised through requests from the existing traders, and from Community Board discussions. The Council has also recognised this need to re-establish the Henderson Business Association (Henderson Liaison Group for Civic Developments, City Development Committee, 4 September 2003), and New Lynn Village Traders Association as a means of further supporting the growth and performance of the various town centres. This programme builds a partnership based on a grassroots approach, and leverages benefits from private sector commitment from within the existing town centres.

RECOMMENDATIONS

1. That the Town Centre Strategic Partnership Programme report be received.
2. That the Henderson Community Board endorses the proposed implementation of the Town Centre Strategic Partnership Programme within the City Development 2006/2007 programme.
3. That the Henderson Community Board nominates a Community Board representative to participate on the Working Group (referred to in Issues Part Two) in Henderson.

Report prepared by: Robin Jenkin-Winter, Principal Advisor Town Centre Liaison and Yvonne Rust, Group Manager: City Development.



16 HENDERSON COMMUNITY BOARD MINOR PARKS PROJECTS 2006/2007

PURPOSE OF THE REPORT

The purpose of this report is to present the Community Board Minor Parks Projects and to obtain approval from the Henderson Community Board on the appropriate allocation of budget for the Annual Plan 2006/2007. This report also requests that the Henderson Community Board consider revising the maximum amount to be spent on any one project.

BACKGROUND

The Community Facilities and Recreation Committee resolved to provide a discretionary budget for allocation by the Community Boards for parks capital development projects in December 1999. In the Annual Plan 2006/2007 the Council has allocated a total of \$120,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth within the ward, and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$28,500
Massey Ward	\$36,000
New Lynn Ward	\$34,500
Waitakere Ward	\$21,000

Project proposals have been requested from Community Board members, Resident and Ratepayer Groups, Sports Clubs and other relevant community groups.

STRATEGIC CONTEXT

These projects contribute to Council's Urban and Rural Villages Platform, which has the objective that Town Centres are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy.

This platform is about ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and town centres. The objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

ISSUES

The need for a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Public Forum and other consultation processes. These projects generally are not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects is however an important means of meeting local needs within the community. It is recognised that Community Boards, being the main link between Council and the local community, are the best decision making body to determine the priority for meeting these local needs.

The following principles provide the framework for decision-making regarding the funding of individual projects:

1. The funds are to be used for Park Development projects – this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
2. A maximum of \$10,000 can be spent on any one project in each financial year. The decision to extend the maximum amount of \$10,000 for any one project rests with the Community Board, but if they choose to extend the \$10,000 for any one project, a recommendation to Council is required.
3. Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria, however the decision as to final priority rests with the Community Board.

The above framework was established in 1999 and since that time construction costs have increased significantly. The budget amount was increased in 2005/2006 from \$100,000 to \$120,000 per year to reflect this. However the maximum amount to be spent on any one project also needs to be increased to reflect cost fluctuations.

As per item 2 above it is proposed that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000 for 2007/2008.

POSSIBLE DEVELOPMENT PROJECTS

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of a range of projects that can be undertaken for less than \$20,000. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

PROJECT TYPE	Approximate Cost including consents, supply and installation
Basketball half court	\$13,500
Sealing an existing gravel car park approx. 250m ²	\$12,500 for 10 car parking spaces including marking
Gravel path with timber edging	\$85 per lineal metre at 1.5m wide
Concrete path	\$120 per lineal metre at 1.5m wide
Creating/extending a gravel car park	\$6,000 for 10 car parking spaces
10 metre length of boardwalk	\$3,800
Macrocarpa bench seat	\$850
Macrocarpa bench seat with back	\$1,095
Macrocarpa picnic table	\$1,740
Town Centre/Urban Seat	\$760
Town Centre/Urban picnic table	\$1,650
Walkway lights (as per Cranwell Park)	Approx \$5,500 ea installed - depends on distance of supply cable to each.
Set of two swings with bark under surfacing, scuff mats, new edging and local drainage including Waitakere City Council Consent fees (new stand alone)	\$15,000
Set of two swings with scuff mats in an existing playground, including Waitakere City Council Consent fees	\$5,000
Seesaw with bark under surfacing in an existing playground	\$3,000
Small playground for children under 5 with bark under surfacing	\$17,000
Community Art Project	\$5,000
Small skate ramp- on existing slab	\$16,000
Planting –specimen trees	\$195 per tree
Planting – shrubbery	\$700 for 10 m ²
Barrier fencing (bollards & chain)	\$825 for 10 metres
Drinking Fountain (by water supply)	\$2,800
Drainage (major) - excludes new cesspit or manhole	\$2,000 for 10 metres
Standard Rubbish Bin - Parks Stainless Steel Bin	\$1,054 per bin
Colonial Galvanised Bin	\$824 per bin
Timber steps & handrail	\$4,000 for 10 metres
Park Name Sign - 2 panel	\$1,550
Community Sign - special design or Waitakere City Council standard	\$2,500

The project proposals received are outlined below with estimated costs.

PROJECT PROPOSALS

The project recommendation In/out column shown to the left in the tables below indicates the Parks Officer recommendations regarding each project. 'In' means the project is recommended to be considered for funding and 'Out' means the project is not recommended to be considered for allocation of funding for various reasons which are outlined in the report.

1.0 Henderson Community Board Member

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
1. Chapman Strand	Install Urban Picnic Table	\$1,650	In
	Install 2 Specimen Trees	\$390	In
2. Road Reserve at intersection of Edmonton Road and School Road	Install Planting bed	\$1,000	In
	Install Community Sign "Welcome to Henderson"*	\$2,500	Out
	Install Sculpture*	\$20,000+	Out

Parks Officer Comments and Recommendations:

* The request for a community sign at the intersection of Edmonton Road and School Road is not recommended for allocation of funding because the Henderson "way-finding" signage will address this in the near future.

* The request for a sculpture at the intersection of Edmonton Road and School Road is not recommended for allocation of funding because of the significant costs, consultation and resources required to undertake this project.

2.0 Te Atatu Resident and Ratepayers Association Inc.

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Harbourview Reserve	Install Concrete Path leading from Waimanu Bay to the foreshore at Harbourview Reserve	\$7,000	In
Halyard Common Reserve	Install Barrier Fencing (Bollards and Chains) on park edge parallel to Waimanu Bay Drive	\$10,610	In

3.0 Taipari Strand Management Committee

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Taipari Strand	Install Gravel Path connecting two existing parallel tracks.(including drainage)	\$7,000	In
	Macrocarpa Bench Seat situated by proposed path.	\$850	In

4.0 Te Atatu Association Football Sports and Social Club

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Te Atatu Peninsula Park	Petanque Court*	\$5,200	Out

Parks Officer Comments and Recommendations:

* The installation of a petanque court is not recommended for allocation of funding because currently we have several petanque courts located around the city that are under-utilised. There is also an ongoing maintenance cost with the up-keep of the petanque areas and the cost-benefits are questionable.

Decision-making Process

In determining which projects in this report should be recommended for consideration, first the options were identified from a range of community processes including forums and submissions. Once identified, these options were assessed against relevant criteria in accordance with Section 77 of the Local Government Act 2002.

RESOURCES

The total costs of project proposals received that are recommended for funding allocation amount to \$28,500. The Henderson Community Board allocation is \$28,500.

CONCLUSION

The Henderson Community Board has been granted a discretionary budget of \$28,500 for parks capital development projects for allocation towards projects of \$10,000 or less. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. It is recommended that the Henderson Community Board establish the priority for projects included in this report.

It is proposed that the Community Board asks the City Development Committee to consider an alteration in the decision making framework for the Community Board Minor Park Projects that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

RECOMMENDATIONS

1. That the Henderson Community Board Minor Parks Projects 2006/2007 report be received.
2. That the Henderson Community Board determine the priority projects for expenditure of the 2006/2007 Community Board Minor Parks Projects Budget.
3. That the Henderson Community Board recommend to City Development Committee that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000 and that a report on this issue be brought back to the City Development Committee.

Report prepared by: Laura Mitchell, Parks Development Officer.



17 **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

